

MASON'S
DELICIOUS
O.K.
SAUCE.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

WHEN THE
S. O. S. SIGNAL
is sent out by a ship in distress,
it is useless unless the message
is received by an expert wireless
operator. And so it is when
YOUR EYES SIGNAL THEIR DISTRESS
from weakness or strain, you are
unable to read the paper unless
you go to an expert optician.
Get advice from
N. LAZARUS,
Optician,
112, Queen's Road C.

No. 20,355 號五十五百三零萬二第 日十初月八年亥癸 HONGKONG, THURSDAY, SEPTEMBER 20TH, 1923. 四拜禮 號十二月九年二十國民華中. PRICE, \$3 PER MONTH

INTIMATIONS

A most Refreshing
Drink for Summer

IS

MARTINI & ROSSI'S
ITALIAN
VERMOUTH
With Cold Water.

OF ALL DEALERS.

SPORTING.

SPORTING GUNS by W. W. GREENER
and other Makers—British, French and
American—also SPORTING CARTRIDGES
of all descriptions.

Sportmen are cordially invited to inspect
Samples of GUNS by WEBLEY and SCOTT
now on view at our Store.

THE HONGKONG SPORTING ARMS
AND AMMUNITION STORE,
5-6, BEAUFIELD ARCADE.

PEAK TRAMWAYS CO.
LIMITED.

TIME-TABLE.

WEEK DAYS.

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Price: Per Case, 1 doz. qts. Duty Paid—\$28.00.

SOLE AGENTS:

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No. 8, QUEEN'S ROAD CENTRAL.

Tel. Central No. 135.

HONGKONG.

(183)

DAIRY FARM NEWS,

AND THE BEST YOU'VE HEARD FOR
A LONG TIME.

We have Just Received

A Shipment of

CANADIAN FISH,

including

RED SPRING SALMON,

CHICKEN HALIBUT,

SILVERSIDE SALMON.

Order Early and Insure a Real Treat.

Harmless to Clothes
or other Fabrics

Instant Death to
All Insects
and Germs

LOTOL

Scientifically Prepared
by Expert Chemists

Spray Freely
in Home
or Office

A BETTER ARTICLE AT
A MUCH LOWER PRICE.

Obtainable at Leading Dispensaries and Stores.

RADIO EQUIPMENT

the Tests being made by the

Hongkong Hotel Co., Ltd.

May be heard in your own home, but be
certain the Set you secure has been approved
by the Postmaster General.

We

Guarantee

Our British made Sets to comply with any
future Rules and Regulations in respect of
Receiving Sets in Hongkong.

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When the Doctor prescribes he
expects the Druggist to fill the
prescription with Pure Drugs. The
quality of our Drugs, Medicines
and Toilet Goods is not surpassed.
Have the Doctor's Prescription
filled here and the result will be
satisfactory.

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INDIA'S PARLIAMENT.

VICEROY REVIEWS ITS LABOURS. REFORMS NOT ILLUSORY.

H.E. the Viceroy of India (Lord Reading) in a speech at the close of the last session of the Legislature said:—

Before I pass to your achievements in the working of the reforms I will examine the political situation regarding the reforms. Those who are opposed to the true interest of India and are blind to her position in the British Empire and to the mutual protection and strength these ties assure have not been slow to allege that the reforms are of a transitory nature, that they were the outcome of the political complexion of a moment, that they have neither substance nor permanency, that you live in short in a fool's paradise whose palaces and gardens will vanish in the twinkling of an eye, like the passing of a mirage. Nothing could be more untrue. I came to India immediately after the initiation of the reformed Constitution, pledged to carry on that constitution and entrusted with special and new responsibilities by His Majesty as Governor-General to that end. On me was the charge laid that I was His Majesty's will and pleasure that the plans laid by our Parliament for the progressive realisation of responsible Government in British India as an integral part of our Empire may come to fruition to the end that British India may attain its due place among our Dominions. A solemn declaration of policy had been made by His Majesty's Government to the same purpose. The legislation had been passed with the assent of all political parties in England. Since then there has been no change and there will be no change in the announced policy. It is the recognised policy of the British Government however constituted. There have been changes in Prime Ministers, changes of parties in power in England, changes in the personnel of the Secretary of State for India, but the fundamental policy as regards the Indian reforms has remained unaltered, and it is the unshaken determination of the British Government to carry out those reforms not only in letter but in spirit.

REFORMS NOT ILLUSORY.

There has been criticism of the illusory nature of the reforms. Those who wish to hinder the progress of India along her settled path have charged the reforms with being an empty shell without a core. They have termed them a dress giving only the trappings of reality to a dead body which had neither life nor force. The achievements of the Indian Legislature have been derided, their position and privileges have been ridiculed, their motives have been misinterpreted, their sincerity and patriotism have been attacked. Let history be their judge. I am confident that no difficulty will be found in sweeping aside those travesties of their earnest and constructive labours. But this is not all. The Assembly itself has been at times despondent. There has been a moment in this House when voices have been uplifted crying on the reforms as niggardly and as a sham. My sympathy at all times is with laudable desires for constitutional advance and longings for a wider horizon, but when I examine the position the Legislative Assembly has attained, the use it has made of its opportunities, the effect and dignity with which it conducts its debates and the broader aspect of its powers upon the policy of the Government of India, I cannot but feel that the Assembly at times takes far too narrow and restricted a view of its potentialities and real influence, and I must suspect that sentiment on occasion tends to obscure reason and dim the vision of those solemn promises of the British Government and of the Charter of India. Liberties of which the Government of India Act is the repository. Weigh for a moment the influence and power of the representative element of this House against that of its predecessor, the Imperial Legislative Council. Compare the realities of its responsibilities with the existing conditions. Reflect on the establishment on a firm basis in this House of Parliamentary traditions and on their incalculable effect on the future.

WHAT THE VICEROY SAW AT FIRST.

I do not desire to enter upon a catalogue of the legislative achievements of the Legislature or to enumerate in detail those resolutions or questions which recall those debates which have produced material results on the Executive action of the Government. I prefer to recapture for a moment the atmosphere and the state of political feeling in India when I assumed my office and to ask you to judge how far this has changed and how far your influence and action have contributed to this change. When I first came to India I was anxious to get into touch with the political thought, to hear the grievances and study the Press, so that I might acquaint myself with those matters which appeared to be a subject of general complaint. My impression of the burning questions of the day according to Indian opinion as gathered from those sources, is as follows:—In the first place, there was a deep tide of discontent regarding the curtailment of liberties. The more progressive section considered the statutory restrictions on the freedom of the Press to be unnecessary, unduly restrictive and incompatible with the spirit of the Reforms. The same exception was taken to a number of special enactments restrictive of certain aspects of political agitation and known as the Rowlatt Act. Strong views were expressed to me as regards the number of British troops employed in India, the strength of the Indian army and the burden of military expenditure. The military position was represented as showing a total want of confidence in India and as straining the material expansion of the country. The weight of Army expenditure. Though Indian opinion had begun in the Civil Service the absence of any regular scheme of Indianisation of the Army was quoted as a proof of the mistrust of Indians by the British element and as designed effectually to prevent the ultimate realization of responsible self-government in India. A like suspicion was alleged to be at the root of the failure to associate elected representatives of the people in advisory capacities with the departments of the Government. India was represented as being dominated in fiscal matters by the British Government and by the economic interests of Great Britain. The stores policy of India was said to be dictated to stifle the expansion of industry in India

and accusations were levelled that its main purpose was to place the maximum amount of orders with British manufacturers. Finally, the bureaucratic Government were charged with having established for the perfection of their own ends an unduly complex and expensive administrative machine, and with having expanded its activities in directions, not desirable to the Indian public and out of proportion to India's resources.

ASSEMBLY'S ACHIEVEMENT.

I need hardly recall to you how the case now stands in regard to those subjects. For I know that you count the measures which have been adopted by my Government on the strength of your representation of public opinion in those matters among the most priceless pages in your annals. You may perhaps feel that the policies you advocated are not yet in all cases fully accepted, but when you leave this House you may assuredly point to many grievances which were the cause of much bitterness and suspicion chased by you in their early growth and now lying struggled on the open road you have left behind you. These achievements arrest immediate attention but there are other matters to be mentioned, particularly as they relate to activities of a more constructive character, which will, I trust and believe, have an important and beneficial effect upon the future interests of India. In the Indian Factories Amendment Act, the Indian Mines Act and the Workmen's Compensation Act the Legislature has placed on the statute book measures destined to protect labour and has taken a progressive view of that great responsibility which rests on its shoulders as the representative of a vast labouring population. The Indian Emigration Act dealing with the difficult problem of safeguarding the interests of Indians who may emigrate to find a livelihood abroad and a striking feature of this legislation is that the final decision of measures for their protection has been vested in the Legislature itself. No measure before you was hedged about with such special difficulties as the law to abolish racial distinctions but no rift occurred in the delicate web of compromise and goodwill and the statute is now with us a permanent monument of the mutual desire to work together to a common understanding. In the Criminal Procedure Amendment Act the Legislature brought to a successful conclusion a task of great magnitude and complexity which had occupied the energies of our draftsmen for nearly a decade.

DIFFERENCES WITH ASSEMBLY.

It was perhaps scarcely to be expected that at the present stage of the Constitution every divergence of opinion between the Government and the Legislative Assembly would be composed by discussion. Often my Government has accepted the views of the Legislature, notwithstanding that these did not coincide with those of the Executive but a special responsibility has been laid by the Constitution upon the Governor-General in certain cases and in my judgment special powers are essential to the discharge of the duties of the Executive in the present state of constitutional development. In India, nevertheless, the occasions of the use of these special powers should be rare, and I am happy to observe have been rare. The most recent and notable instance of their exercise was in connection with the necessity for balancing the Budget. The reasons for the action, which I felt it incumbent upon me to take at that time, have been published. My action provoked criticisms. I have no intention of reopening the discussion save that I will add that in my opinion subsequent events have tended to confirm the wisdom of my original decision. The responsibility was grave and the decision rested with me alone. I trust that those in the Assembly who have felt and expressed themselves strongly on the subject will leave this House without any feeling of bitterness holding to their opinion as their conscience may dictate and acknowledging the same liberty to others who may differ from them among whom I count myself. My Government have to acknowledge a continuous and solid measure of support in the most distinguished and anxious from the Legislature and in general a steady influence exerted for the maintenance of law and order. I have said enough I trust to establish beyond controversy the real advance accomplished and to place beyond the power of depreciation the disciplined efforts to increase the well-being of the people of India which have characterised this, the first Indian Legislature.

THE WRECKERS.

There are those who have set other ideals before them. Destruction, not construction, is their avowed aim. They would wreck the reforms. What have they accomplished for India? What blessings have they brought to her people? Have they brought harmony? Have they brought peace? What goal have they set before them? By what road are they to attain to it? You need not meddle with uncertainties or speculate on the unknown. You know the port to which your ship is sailing. You have set your course. The star by which you steer shines bright before. The first stage of your passage lies behind you. In your march you have learnt to work your craft. Whatever storms or dangers may lie before you, you are confident in this knowledge and by the help of Providence you will bring your ship in safely to its journey's end. It is in this spirit that I ask those who have the interests of India in their hearts to use their influence in the coming election to help India forward by the only secure road to the attainment of her cherished desires.

LAW.

Striking comments were made by Coroner Graham, on August 8th, at the inquest on Hassan Mohamed, an Arab seaman, who was hanged at Durham for the murder of Jane Nagi. He declared that capital punishment was no deterrent, and suggested penal servitude without hope of remission. The system of giving a condemned man "the time of his life" before execution was "a perfect farce."

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Do. do. Voi dovreste travestirvi (You must disguise yourself) Do.
TANNHAUSER (Wagner) Oh! tu bell'astro (The Evening Star) Pasquale Amato, Baritone.
I VESPRE SICILIANI Aria di Montforti (Montfort's Aria) Riccardo Stracciari, Baritone.
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TOSCA E lucevan le stelle (The stars were shining) Nino Picaluga, Tenor.
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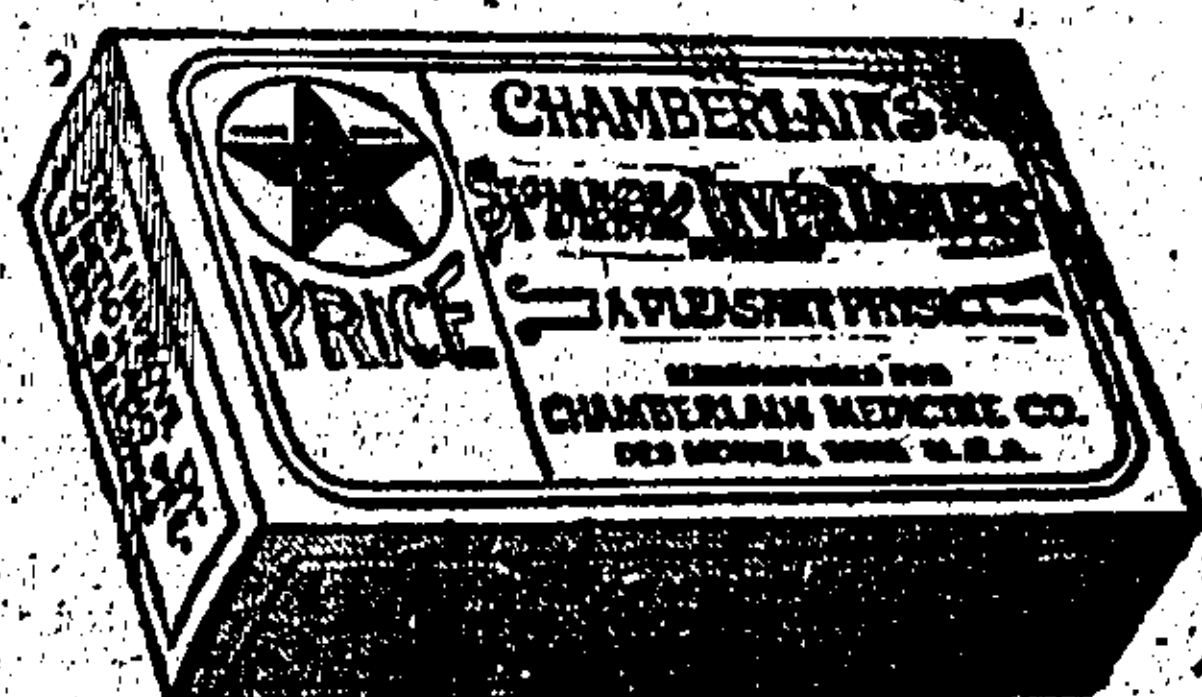
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FIRM GERMAN POLICY.

NEW CHANCELLOR'S STATEMENT.

The new German Chancellor, Dr. Stresemann, presented his Cabinet to the Reichstag and delivered his introductory address on August 15th. As he himself observed, the circumstances did not warrant a programme. He condensed the position into a single aphorism when he declared that "the best foreign political activity that we can develop is order in the situation at home." The speech was delivered with a sense of conviction that the moment for speeches had passed—not programmes—but men and measures would count in Germany for some time to come.

In the black frock coat of ceremony, he rose, put on his pince-nez as though to apprise the public career as Chancellor. He seemed as though he could not quite sink the personal triumph. Whatever might come of it, he had achieved his aim: the grand coalition had arrived, and he, as the Chancellor, with it.

The Communists had evidently thought to repeat with him the tactics they had employed on the last occasion against Dr. Cuno. They began by trying to howl him down. He was met by a volley of taunts to remind him of his association with Stinnes, who sat in his place sardonically observing the demeanour of his former lieutenant. Tradition has always been that the Chancellor should deal with these attacks in slow, patient and even tolerant manner. The new Chancellor, however, broke away from that—neither for nothing, as he stood an apprenticeship of heckling. Standing boldly up to the Communist gibes he drove them, one after another to the boundary with a slashing epigram. He was always master of the situation (says *The Times* correspondent) and it was the opposition that retired hurt.

GOVERNMENT'S TASK.

In opening his speech Dr. Stresemann announced that for the present he would himself carry on the conduct of foreign affairs, and that the office of Foreign Minister, as well as that of the Post Office, would be filled later. He also announced the appointment of Herr Fuchs (President of the Coblenz Administrative District) as Minister without portfolio, with the special task of watching the affairs of the Rhine, Ruhr, and occupied territories, so that these districts might know that their interests were the special care of the Government.

Having paid a tribute to the work of his predecessor, Dr. Cuno, the Chancellor went on to emphasize the Parliamentary character of the new Cabinet. There were, he said, strained relations at home and abroad, and new decisions would have to be taken. There was need for the union of all constitutional parties, and he appealed for that support independently of the party aspects of the new Government. He warned foreign nations not to assume that the present change of Cabinet was a sign of weakness. Just as the new Cabinet had been given the broadest Parliamentary basis of any so far, it should be the strongest in opposition to any idea of the violation of Germany. Its success would depend upon the co-operation of the whole country, and, while it was not unappreciative of local particularism, fusion into unity was never more necessary than now.

In a warning passage directed to the Communist benches, Dr. Stresemann declared that those who imagined that the present circumstances gave them the right to combine for the purpose of undermining the constitution would find themselves confronted by the inflexible will of the Government to oppose violence with all its might. The Government had the means and fully intended to use them. It relied upon public opinion to support it in maintaining public order and security, since in a democratic age fights could only be won by public opinion. In parenthesis, the Chancellor extended the same idea to the Ruhr. Hitherto, he said, the entire public opinion of Germany had ranged itself with one accord against the violation of German rights on the Ruhr and Rhine. Had France and Belgium the support of their public opinion to the same degree?

THE BRITISH VIEW.

Dr. Stresemann next went on to refer to the British reply to France. How deep the sense of the injustice done to Germany must be, he declared, when the British Note to France brought this injustice publicly before the eyes of the world in spite of the close relations of the Allies to one another. The passive resistance of the German population had its deepest roots in the consciousness of its just rights, which were now unequivocally recognized by the British Government. And though a solution of the Ruhr and Rhine question was not to be immediately anticipated as the result of these observations of the British Government, they might assume that this manifestation of the British view would not remain without echo in France and Belgium.

The Government, for its part, was quite willing that the legality or illegality of the Ruhr occupation should be submitted to an international Arbitration Court, and did not doubt that any impartial decision would give back to Germany the control of the Ruhr area. They desired only to return to work in the Ruhr, but work and freedom were synonymous terms. On the day on which control over the Ruhr area was restored to them, all parties would strive to put an end to the paralysis of this vital nerve of German industry.

Here Dr. Stresemann reiterated the conditions laid down on former occasions on which Germany would abandon passive resistance—the return of control to German hands, the restoration of Treaty conditions on the Rhine, the release of prisoners, and the repatriation of fugitives. The restoration of normal conditions was also, he added, a necessary preliminary to the resumption of deliveries in kind.

Nevertheless, there could be no greater mistake than to take the British Note as an excuse for political lethargy. They did not and could not know what political consequences would ensue from this Note, or how mild when they would be visible. Political activity was demanded of them, but the best foreign political activity that they could develop was order in the conditions at home.

HOME AFFAIRS.

Turning to home affairs, Dr. Stresemann outlined the measures of taxation and loans for the purpose of reorganizing German finance, and exhorted the country to do its utmost to make the gold loan a success so that the progress of inflation might be stopped. It was the only means by which this could be achieved. He also foreshadowed measures for hastening the dispatch of food supplies to the larger towns, and appealed to the agriculturists to increase production. While he was far from regarding the food question only from the point of the consumer, he declared war on all those who should jeopardize the feeding of the people and the restoration of healthy economic conditions.

In an interesting passage Dr. Stresemann touched upon the demands of the workers for "real wages," with which he expressed sympathy in view of the present developments. But he uttered a warning to those who thought that they could take the flourishing and prosperous Germany of pre-war days as their basis for calculating wages now. If industrial wages were overstrained there was a danger of Germany being unable to compete in the world markets, and therewith would disappear the favourable trade balance upon which depended Germany's ability to meet her international obligations and maintain stable economic conditions.

This passage brought forth a great storm of protest from the Communists, which Dr. Stresemann mockingly ascribed to their disappointment at the failure of their proposed general strike. In conclusion, he said that it would be the task of the Reichstag to support the Government in its economic and financial measures, a remark that was taken in a good many quarters to foreshadow a change in the personnel of the Bank.

Dr. Stresemann had a good reception at the end of his speech, which by general agreement was a marked success.

During the debate that ensued, the parties of the Coalition introduced a motion that the Reichstag accept the declaration of the Government and express confidence in it. The vote of confidence was carried by 240 votes to 76. The Nationalists and Communists voted against the Government, and the Bavarian People's Party abstained.

TRADE UNIONS AND NEWSPAPERS.

PRESS CENSORSHIP PROPOSED.

A resolution was moved at a meeting of the London Trades Council on August 6th, by Mr. Howe, of the Platen Printing Machine Makers Society, seconded by Mr. Jackson, of the Vehicle Builders, that "owing to gross misrepresentation made by the newspaper Press from time to time of the position of the workers in trade disputes, the Trade Union Congress should be asked to consider ways and means of exercising a Press censorship."

The resolution was rejected after some discussion. Those delegates who opposed it wished to know how such censorship could operate. They pointed out that the task of such a censor would be enormous for not only the London papers but the provincial daily and weekly Press would have to be dealt with. No editor worthy of the name, said one of the delegates, would allow any dictation as to what he should print. The finest censorship they could have was that of public opinion.

In answer to a question, Sir S. Hoare intimated in the House of Commons on July 26th that for strategic reasons and because the carriage of mails could thereby be best expedited to the Far East and Australia, the Government had decided to resume the development of airships. A proposal has been placed before them by Commander Burney, under which a bi-weekly service of six large airships to India would be eventually set up, and the Government had accepted the scheme in principle.

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CHINA'S INDUSTRIAL FUTURE.

SOME DIFFICULTIES THAT OBSTRUCT HER ADVANCEMENT.

Mr. Chang Chien, jr., High Commissioner to Investigate Industrial Conditions in Europe, America and Japan, was host at a dinner given recently in Shanghai, in honour of a number of local journalists.

In the course of an extremely interesting address, the son of the well-known Nantunghow industrial magnate stated:

During the comparatively brief period of my association with the various industrial organizations of Nantunghow, have been given the opportunity to observe and to appreciate the difficult problems confronting them. From these I often turn to the larger question of the industrial development of the country as a whole. While I am not without doubt as to the competence of dealing with such a question of great complexity, I believe that it is quite fundamental to correctly diagnose the causes of the unsatisfactory symptoms of the present industrial situation. While it is always the part of the critics to dwell on the seriousness and hopelessness of the symptoms, I join those who are sincerely interested in finding remedies and who would therefore first examine the causes with care.

For an intelligent study of this important problem it is necessary to recognize certain factors which may be conveniently grouped together as being quasi-political. I would first of all emphasize the fact that we are witnessing the simultaneous progress of an industrial revolution and the inevitable disturbances, or rather readjustments following the wake of a political one. Their interactions have produced conditions unsatisfactory to both. From the industrial standpoint relief can only be sought through the consummation of the process of political stabilization. Until this is done, we shall continue to suffer from the curtailment of the domestic market, the dissipation and destruction of capital, the unavailability of raw material, the interruption of the development of communications and the general timidity of industrial adventure.

THE TARIFF BUREAU.

Second in importance only to the above in acting as a deterrent to industrial development is the absence of tariff autonomy. It is a wonder that in discussing the tariff question we should hear so much about the financial aspect and how much more revenue could be raised, to the shameful neglect of the economic side of the question. The repressive effect on industries in an infant stage, by a tariff regulated by treaty need not be argued in order to be understood. The reality of this repression cannot be better appreciated than by considering the present state of a certain important industry which is extremely depressed and which a reasonably high import duty could in all probability have kept in a very different position. But it is again clear, as in the first case, that it would be futile to look for a solution that is immediately available.

The third important quasi-political handicap is the chaotic state of currency. Apart from the friction and inconvenience incident to the employment of coins of different metals with continually changing relative values, the economic loss resulting from the depreciation of silver with the consequent rise in value of all deferred payments made to gold-using countries must be obvious to all. Furthermore, so long as the value of the two metals keep on fluctuating within a wide range, the element of uncertainty remaining in our foreign trade, and to that extent acts as an appropriate deterrent to the development of commerce. But inasmuch as coinage is a public function, and rightly so, those who are concerned with purely industrial problems can find no effective means of coping with that serious problem.

While these difficult questions concerning political readjustments, tariff autonomy and coinage may rightfully be regarded as being obstacles quite alien to the domain of industry, I do not pretend that all the industrial ailments can be thus attributed to them. I shall point out a few outstanding difficulties which are strictly within the industry itself, and are, in other words, strictly economic.

THE LACK OF CAPITAL.

Above all, the fact that China has long remained an agricultural community supporting a constantly swelling population and thereby leaving very little surplus produce for accumulation, has resulted in the scarcity of capital. This fact is evidenced by the prevalence of an exorbitant rate of interest, which directly represses industrial development by raising the general cost of production. The high interest rates also indirectly curb enterprise by creating a general expectancy of an impossibly high rate of return on investment. In order to satisfy this irrational desire for an excessive return, and to attract additional capital, some adopt the questionable expedient of paying dividends that ultimately impair the financial condition of the business. I am not here to trace the many ramifications of the paucity of capital insofar as they adversely affect industrial development, but we can hope for no immediate change for the better unless the problems are squarely faced and met.

(Continued at foot of next column.)

THE "CHIT" SYSTEM. A SINGAPORE COMMENT.

In the course of an article on the recent discussion in the Hongkong Legislative Council on a motion to repeal the enactment against the chit system the local hotels, the *Singapore Free Press* says:—

However much we may dislike the chit system, especially in places of worship, it does not seem fair to single out one trade and forbid chits, taking no account of the credit given in other businesses. Incidentally, by protecting the improvident from the pernicious chit, a great temptation is placed in the way of the Chinese servants who have to handle the money for the drinks so that the balance of benefit to the community is not so great as might be supposed. The older residents of the place, in bringing up the trouble that beset them and their fellows in earlier days, do not perhaps notice the change that has taken place in Colonies like the Straits and Hongkong. There is still too much alcohol drunk, undoubtedly, and the pernicious eleven o'clock habit is the worst offender—going out before lunch to see a man, or two men, and breaking the sailor's rule about the sun and the yard arm; with the result that the rest of the day is spent in a more or less muddled, or at least not alert, condition. For that reason we objected to the clubs intended for games and athletics opening early in the day, so early that the late overnights call there on the way to office for the hair of the dog. On the whole, however, we believe that there is nothing like the amount of liquor consumed per head by the European community as in the old days. The sit and soak man has gone out of fashion, happily, and to the majority of young men the actual liquor bill is not the burden it once was, though there are unfortunate exceptions. The second reason for the decline of the chit habit is the use of bank notes instead of the cumbersome currency of old. When there was no other form of money than the heavy silver dollar and the five dollar bank note there was some excuse for wishing to be a peripatetic treasure vault, and chits solved the problem, although with the same danger that has overcome the Berlin Government. Easily carried money obviates that danger and the chit system is probably doomed. But it should be allowed to die a natural death and not be made the subject of special legislation with respect to drinks.

The next important economic obstacle in the way of industrial development seems to be the imperfection and crudity of business organization and method. This fact is too patent and elementary to require any explanation. Perhaps I should call attention to one especially noteworthy aspect of this question, namely, that of accounting and auditing.

The old method of book-keeping, while good enough for a simple business, becomes utterly inadequate for a complicated industrial organization, and to the extent of this inadequacy there exists an opportunity for waste and inefficiency, and an opening for losses of even baser character. In this connection the prevalent method of making payments in cash and in bearer checks increases the ease of committing fraud without leaving possible clues of detection and to that extent aggravates the evil inherent in bad accounting and audit. For the sake of promoting industry and commerce and of increasing efficiency and eliminating fraud the correction of the defective organization and method is fundamental in importance.

The rapidity and extent of the removal of the foregoing causes for the unsatisfactory industrial situation will determine the extent and direction of industrial growth in the future. On the eve of sailing for Europe, I have no other desire than to endeavour to discover the effective means of promoting the removal of these causes, insofar as the limited time for the trip allows me to do so.

SOCIAL UPRERAVAL.

But in the process of industrialization, China is also confronting dangers which are almost inseparable from that process, dangers which, if not properly guarded against, may lead to the destruction of economic and social stability. There is, first of all, the danger of growing conflict of capital and labour. And then, the emergence of big industries and industrial towns will bring about a gradual unhealthy exodus of the rural population and the consequent deterioration of agriculture. Furthermore, as the industrial organization grows more and more complex and delicate and the market for the products becomes more and more extended, the chances of an abrupt breakdown are rendered increasingly numerous, such as the familiar business crises of regular recurrence, with all their accompanying hardships to the profit-seeking as well as to the wage-earning classes.

It is, therefore, to be hoped that in attempting to hasten industrialization we shall always be on our guard against the pitfalls, such as the ones just mentioned. All the industrially advanced countries have suffered from them in different degrees, and it would be a pleasant surprise, indeed, if our country turns out to be an exception. How to promote industrial development and yet to avoid its incidental evils, or at least how to mitigate them, will afford a problem that merits very serious thought and study of all. (Applause.)

SALVAGE CLAIM.

STORY OF JAPANESE VESSEL IN TYPHOON.

An Admiralty petition was heard in the Supreme Court at Singapore, last week, by the Chief Justice (Sir Walter Shaw), with Capt. Rushton sitting as assessor, in which the owners of the *Yue Ying Wa* claimed an award for salvage against the Koko owners of the *Kenkon Maru* No. 3. The circumstances were that in July, 1920, the latter vessel was caught in a typhoon in the neighbourhood of Shanghai, and, at her own request, was towed into a safe position. The evidence in the case was taken on commission. The plaintiffs were represented by the Hon. Mr. C. Everett and Mr. F. G. Stevens, the defendants being represented by Mr. M. J. Upcott and Mr. G. S. Carver.

PLAINTIFFS' ALLEGATIONS.

The pleadings stated that the *Yue Ying Wa* was on a voyage from Newchwang to Canton, and at 6.30 on the morning of July 17th, she observed a steamer which appeared to be on fire. She at once went to her assistance and found that what had appeared to be fire was a distress signal. The *Kenkon Maru* stated that she had been disabled by the typhoon and asked to be towed to a safe anchorage. Her engines were disabled and she was proceeding under her own steam. Her funnel was over the side, the greater part of her bridge had been washed away, the whole of the boats were gone, as well as the boat davits and engine room skylight. At 10.30 a.m. the *Yue Ying Wa* commenced towing and at 7.15 the next morning the captain of the *Kenkon Maru* expressed satisfaction at the safety of his position and stated he did not require the services of the rescuing steamer longer. Plaintiffs stated that by the services of their vessel the *Kenkon Maru* was rescued from an exceedingly dangerous and critical position, and but for the services of the *Yue Ying Wa* must have been totally lost with her cargo through being driven ashore and her crew drowned. No other steamer was in sight. The plaintiffs stated that in rendering assistance they sustained damage by the strain of the towing, and also lent stores to the disabled steamer, to the extent of \$13,900 Hongkong. They stated that the saved value of the *Kenkon Maru* was: Vessel, fittings, and machinery \$25,000, cargo \$15,125, freight \$10,600 Hongkong.

STORY OF THE DEFENCE.

The defendants denied that her engines were disabled when the *Yue Ying Wa* put in an appearance, although they admitted that the circulation pump was useless. They denied that she was incapable of proceeding under her own steam. They stated that during the typhoon bilge water had found its way freely into the engine room and the engines could not be made use of until the 17th, and they were preparing to get the engines started and proceed to safety when the *Yue Ying Wa* appeared. It was not admitted that the ship was in danger then. The worst weather occurred when the typhoon was passing on the 15th, but it improved afterwards. They denied that the *Yue Ying Wa* ran any danger in towing. They admitted the supply of stores to the value of \$1,025, and stated that the true value of the ship was yen 172,375, and of her cargo yen 70,200.

Mr. Everett, in opening the case for the plaintiffs, said it was clear that plaintiffs were entitled to remuneration of some sort. The questions the Court had to decide were: on what basis the remuneration was to be determined, and what the amount of remuneration should be. Counsel proceeded to deal with the elements which should be considered by the Court in making its award. Firstly, as to the danger as regards life, it was admitted that the *Kenkon Maru* was anchored in comparatively shallow water her means of propulsion were gone, she had no boat and apparently no rafts. If her cable had parted and she had been blown on to the San Mien Islands there would have been danger to her crew. As to the danger to the lives of those on board the *Yue Ying Wa* the principal danger was that of the Chief officer and men who went off in the boat to establish connection with the disabled steamer but the *Yue Ying Wa* had to be manoeuvred close to the *Kenkon Maru* in heavy seas. With regard to the other questions counsel submitted that the evidence as to the value of the saved ship was scanty, and that the evidence of the deck log and engine-room log showed that the *Kenkon Maru* must have been in considerable danger. The wind was recorded as at its worst sixty or seventy miles an hour, and mountainous seas were referred to, also that the vessel was shipping water all over the decks, that her steering gear had gone, and she was listing. She was also out of the ordinary track of ships.

The evidence taken on commission in Hongkong and Japan was then read.

EXPERT EVIDENCE NECESSARY.

Mr. Carver, on behalf of the defendants, submitted that it was a matter for expert knowledge as to whether there would have been any danger of the vessel breaking up and the crew being lost if she had gone ashore. His submission was that, although on the night of July 15th and 16th the vessel appeared to have been in considerable danger, on the morning of July 17th, when the services were rendered, the conditions had improved, and although the vessel was not in a sheltered anchorage, she was not in very

great danger. She was in a position from which in a few hours she could have got away under her own steam. Counsel read extracts from the engine-room log of the *Kenkon Maru* showing that the casing of the centrifugal pump was broken, and that the boilers were unable to keep steam owing to the sea water coming through the skylights, and the difficulty of firing. At 10 p.m. the culminating point of the storm, the whole body of the engine-room skylights and the funnel were lost. At that time counsel admitted, the vessel was doubtless in serious danger, but he urged that in arriving at an award his Lordship should judge of the danger of the ship at the time she was picked up by the other vessel. He pointed out that on the 18th they started using the port boiler and got the bilge pumps going. On the 17th the bilge was decreasing and they started firing all boilers. Counsel added that it was denied that the *Kenkon Maru* showed a distress signal, and pointed out that the smoke from the shortened funnel would hang low over the deck and might give the impression that the ship was on fire.

Evidence was given on behalf of the plaintiffs by Serge Nicolas Petroff, second mate on the *Yue Ying Wa*, who stated that he was formerly a commander in the Russian navy, and had to leave Russia and join the mercantile marine. He produced several photographs taken by him of the *Kenkon Maru*.

Mr. Carver, for the defendants, sought to show in the course of his submissions that, while the *Kenkon Maru* was not in a safe position, she was secure, and in a few hours time, by noon on the day the *Yue Ying Wa* appeared, she could have got into safety under her own steam. He suggested that the *Kenkon Maru's* position was not dangerous, since she had plenty of water beneath her, and there was no danger of her dragging, since she had been anchored without moving for twelve hours before the *Yue Ying Wa* appeared.

Counsel referred to a number of cases alluded to in *Pittsford's Digest* as being a guide to arriving at an award, but the Chief Justice remarked that he thought that the cases did not help at all. Some said the saving of life was of the first importance, others the saving of property, and others the risk run by the saving ship. Nobody seemed to be at one as to which was the most important thing to consider. Evidence was given for the defendants by Mr. Douglas Matheson, of Messrs. Syme and Co., Lloyd's agents in Singapore, and by Mr. F. G. Ritchie, marine engineer, who stated that he served his apprenticeship with W. B. Thompson and Co., who were the builders of the *Kenkon Maru*. He was in the drawing office of the company, he said, when the ship was built and knew the type of jet condenser which she carried. This could be used when the centrifugal pump broke. The use of the jet condenser, he said, was not in fact, given any assistance in the towing. He pointed out that the *Kenkon Maru* remained in the position she was towed to until August 27th, six weeks after her mishap, during which time she had a salvage ship in attendance and was being repaired. The fact that the services rendered were not merely towing services having been admitted, he had only to consider the sum of money the owners and the crew of the *Yue Ying Wa* were entitled to receive. With the assistance of Captain Rushton (Assessor) in some instances, he had considered the various considerations which affected the matter. With regard to the danger to human life and property of the saved vessel he had come to the conclusion that there was a considerable degree of danger both to the lives of the crew of the *Kenkon Maru* and to the ship and her cargo. The vessel was in danger of drifting on to the small islands in the neighbourhood, of bumping in the shallow water and breaking up. Probably a very small amount of dragging of her anchor would have led to serious disaster. The next item to be considered was the value of the property as saved, and plaintiffs had arrived at a valuation of \$25,000. He could not accept this, the ship was thirty years old, and he was inclined to put the value of the ship at \$20,000, and the value of the cargo at \$8,000, to which had to be added the freight, making a total value of \$28,000. He had reached the conclusion that there was no real danger to the saving vessel, and he could see nothing which in any way indicated that they had not used the best skill available. Dealing with the disbursements made by the owners of the *Yue Ying Wa* and the damage sustained by her in the towing his Lordship reduced their claim in this respect from \$13,900 to \$4,000. He said he thought it would be a fair allowance, beyond the actual cost expended, if he awarded four per cent of the figure he had arrived at as the value of the *Kenkon Maru*, her cargo and freight, a percentage which worked out at \$1,744. He added that he thought there should be an award of \$1,700 to the captain, and \$50 to the First Officer. It would be no use to make an order for payment to the crew because the time that had elapsed and the nature of the crew would make it next to impossible to distribute the money.

Mr. Everett pointed out that the dock officers and engineers were still serving on the *Kenkon Maru*, and his Lordship directed that a further sum of \$850 should be divided among them.

Mr. Everett's application for costs was granted. Counsel stated that the proceedings commenced three years ago and had entailed three commissions.

IMPERIAL PREFERENCE. HONGKONG'S TITLE.

Correspondence of considerable interest to merchants has passed between the Hongkong Government and the Hongkong General Chamber of Commerce on the subject of the recommendations of the Imperial Customs Conference, 1921.

The "Report of the Imperial Customs Conference" explains that the Conference was suggested by the Union of South Africa "to reach a common basis in interpreting particulars required from exporters in respect of the value of goods for the purpose of *ad valorem* duties and the conditions under which Preference tariff rates are levied."

The Report remarks that unification of Customs Procedure would be of inestimable value to the commercial community of the whole world. Nevertheless the Conference realised that complete uniformity was impossible and indeed, perhaps, inadvisable, in that the Customs Legislation of the various Dominions had been framed in the light of the fact that they are members of a world-wide trading community as well as parts of the Empire. Geographical factors, such as the contiguity of Canada and the United States of America, involving questions of rail transit and business connections unknown to other Dominions, raise problems which apply only to particular Dominions and cannot be solved by mere uniformity of procedure.

As to conditions of Preference, the Conference made a general recommendation that all Dominions should only grant preferential rates of duty on goods on which the final process of manufacture took place in the United Kingdom or other Dominion or Colony which, under the laws of the various Dominions, is entitled to preference; further, that where the whole process of manufacture of goods from raw material of foreign origin had been carried out in the United Kingdom, preferential rates of duty should be granted by the Dominions, even though the value of this process of manufacture in the United Kingdom amounts to less than the usually prescribed 25 per cent.

The use of the term "United Kingdom" is preferred to "British" and in this connection it is noted that certain Dominions limit their preference to goods of United Kingdom origin, others to those Dominions and Colonies which give reciprocal treatment, or to certain limited parts of the Empire, while New Zealand grants preference to goods from any and all parts of the Empire.

An extract from the *Board of Trade Journal*, of Sept. 28th, 1922, states that the forms of invoice and certificate of value and origin, recommended by the Imperial Customs Conference, have been adopted by and must be used in their entirety for shipments of British goods to the following self-governing Dominions and Colonies:—

Australia (from 1st January, 1923, but the forms will be accepted for present shipments).

Cyprus (except for refined sugar, extracts of sugar and molasses, and manufactured tobacco).

New Zealand, Grenada, Barbados, St. Lucia, Dominica, St. Vincent and Fiji.

Qualified acceptance of the Conference's recommendations is recorded in the cases of:—Jamaica, British Guiana, Trinidad, Union of South Africa, Newfoundland, Gold Coast.

The Chamber was asked to advise the Government upon a memorandum from the Board of Trade as to the applicability of a standard form of "certificate of value and origin" in the case of Hongkong. The question was referred to the Association of Exporters and Dealers of Hongkong and their reply, as follows, was transmitted to the Government:—

"It is clear that the recommendations of the Conference are particularly directed to the case of the United Kingdom in so far as it levies import duties, and of those Dominions, Colonies and Protectorates of the British Empire which levy similar duties and are therefore in a position to give a preference to the United Kingdom, including, in some cases, other parts of the Empire. Paragraph 1 of the Report indicates this when it states the object of the Conference to be:—

"To reach a common basis in interpreting particulars required from exporters in respect of the value of goods for the purpose of *ad valorem* duties and the conditions under which Preference tariff rates are levied."

Hongkong, as a Colony which admits the goods of all countries freely and levies no duties upon imported goods, except for purposes of excise, has no means of giving preference to other parts of the British Empire, but is clearly entitled to preference on certain exports to the United Kingdom. See Hongkong Government Notifications Nos. 152 of 4th April, 1919; 278 of 20th June, 1919; 299 of 20th August, 1919; and 500 of 28th November, 1919. The last-mentioned notification includes copy of regulations made by the Board of Trade under Section 8 (Imperial Preference) of the Finance Act, 1919, providing that goods

shall not be deemed to have been manufactured in the British Empire unless 25 per cent. of their total value is the result of labour within the Empire. The Imperial Customs Conference made a general recommendation that where the whole process of manufacture of goods from raw material of foreign origin had been carried out in the United Kingdom—or other part of the Empire entitled to preferential rates of duty—preferential rates of duty should be granted even though the value of this process of manufacture amounted to less than the prescribed 25 per cent.).

Exports from Hongkong to New Zealand are also given preferential treatment, that Dominion having granted preference to the exports of every part of the Empire, subject to certain requirements as to British manufacture, with which certain important exports from Hongkong comply. Other smaller areas of the Empire give a preference to British goods from any part of the Empire, but Canada, Australia and other important Dominions, etc., limit their preference, it is understood, to goods of United Kingdom origin.

In this connection, the Committee of the Exporters' Association cordially endorses the suggestion of Mr. T. F. Burrows, Comptroller of Customs, Nigeria, in Enclosure 2 in Circular Despatch of 20th July, 1921, in which he calls attention to "the need for regular issues, say every two or three years, of volumes of Customs and trade laws and regulations in operation in each Colony, containing explanatory notes of Customs practice and any information of interest to the commercial community." Through lack of information as to provisions of the Tariff Acts of certain Colonies and Dominions of the Empire, and the steps to be taken to comply with them, Hongkong may be losing the advantage of rebates which are open to her at the present time.

The practicability of preferential rates of tariff as between all parts of the British Empire did not come within the terms of reference of the Imperial Customs Conference. Such a policy, if adopted, would be of considerable value to Hongkong. At present, so far as is known, universal preference within the Empire is only given by New Zealand and one or two small Colonies with each of which Hongkong's trade is small. If the larger Dominions gave an Empire preference of which Hongkong could take advantage, the benefits to local trade would be considerable. Hongkong, as a Free Trade Port, can scarcely take the initiative in raising a discussion of this question which is one for Colonies levying import duties to decide for themselves. In the opinion of this Association, however, this aspect of Empire preference should be kept steadily before the notice of the Hongkong Government in order that, if the question should arise at the next Imperial Conference or at any time, Hongkong's opinion may be given in favour of universal Empire Preference.

Coming now to the Board of Trade Circular Letter, dated 25th April, 1923, on which the Hongkong Government has asked the advice of the Chamber of Commerce, it is not quite clear whether the Board of Trade intend to convey the suggestion that the "Combined Certificate of Value and Origin" can be adopted, by deletions, etc., for use by those who export goods from any part of the British Empire to any other part. This Committee's understanding of the Circular is that it seeks to persuade all Colonies which levy import duties (whether they give a preference or not) to adopt the same form of certificate and to require its use in respect of British goods principally those coming from the United Kingdom. At any rate, it can scarcely be the intention to suggest that Hongkong should require exporters in other parts of the Empire to use so elaborate a form in respect of shipments to Hongkong, when such detailed particulars are not necessary under the local Free Trade system.

The "Combined Certificate of Value and Origin" is required solely by those Colonies which have adopted the system of tariffs upon imports and it seems hardly necessary or desirable that Hongkong, which has no practical experience of their problems, should express an opinion on the details or suggested amendments of the import form which they require in connection with their tariff systems. The exact wording of the form having been agreed upon by the Colonies concerned, it only remains for Hongkong to comply with its requirements. The form may seem to local exporters to be intricate as compared with our simpler form, but if the countries intimately concerned require such a form as the one under discussion Hongkong can but comply.

Manifestly, nothing but convenience can be expressed with the principle of a uniform customs form for the whole British Empire. It seems open to question, however, whether other parts of the Empire will require the use of the new form by Colonies to which they do not grant a preference. As to that question no clear ruling can be discovered in the documents considered by this Association and perhaps the Government can obtain a decision from the Home Authorities.

CRIMINAL SESSIONS.

[BEFORE HIS HONOUR THE PRINCIPAL JUDGE (MR. JUSTICE GOMPERTZ)].

TRAFFIC IN AMMUNITION.

AN ATTEMPT TO BROACH A CARGO OF AMMUNITION.

Four Chinese, named Tang Mui, Chan Tim, Leung Lai and Hui Kam, were indicted yesterday morning for stealing 8,452 rounds of pistol ammunition from the s.s. *Yarra*, a vessel belonging to the Norwegian-Africa-Australia line, on Aug. 14th. In the alternative the prisoners were charged with conspiring to steal the ammunition.

Mr. A. Dyer Ball conducted the case for the Crown.

The following Jury was empanelled: Messrs. Wm. Kitley (foreman), W. J. Howard, J. H. Oxberry, J. Ormiston, F. G. da Luz, F. X. dos Remedios and A. Webster.

Mr. Dyer Ball said the facts of this case were slightly complicated. The s.s. *Yarra* arrived in Hongkong on August 10th. She was a Norwegian vessel, the agents in Hongkong being Messrs. Thorssen and Co. The ship was bound for Shanghai and part of her cargo was 50 cases of Mauser pistol ammunition, consigned to Shanghai on the manifest. The cases were all of the same type and marked in the same way, and all 50 cases were stored on the first deck of the ship. The police were informed on the 12th August that this ammunition was on board. This information was given to the police by a local watchman (the first prisoner). The police inspected the consignment of ammunition and they were satisfied that it was through cargo for Shanghai, and they were not prepared to interfere with it in any way. On the next day, the 14th August, the main events of the case happened. When the cargo was first examined on the 13th it was intact. On the 14th August, Sgt. Carey, of the Water Police, returning from duty in a sampan, was approaching the Kowloon Wharf where the s.s. *Yarra* was lying. On the main deck of the vessel he saw three men climbing over the deck cargo. He watched them and saw two of them climbing over the rail of the ship. Afterwards he saw them stand on the scuppers outside the ship's rail. He then saw the third man on the main deck hand something to these two men. These actions aroused his suspicions and he went on board the s.s. *Yarra* with two Chinese constables. On the deck he found the three men squatting on the deck cargo. Two of them were the second and fourth prisoners. Unfortunately, the third man made his escape and the police could not trace him. Sgt. Carey went across the deck to a place where he had seen the men go over the rail and there he found resting in the scuppers five bags of ammunition. The bags were tied to a rope, which was attached to the ship's rail and it was evident the bags were ready to be dropped over the side. The ammunition was counted and the bags were found to contain 8,452 rounds of ammunition all of a similar type to that contained in the boxes. That was the main evidence against the second and fourth prisoners. Sgt. Carey left the two Chinese constables in charge and went down into the hold where the ammunition was stored. There the Sergeant found the No. 1 prisoner squatting on a bale of cargo. Just where he was sitting a cartridge clip and some cartridges were found. A number of small cardboard boxes into which the cartridge clips fitted were found in the scuppers of the hold. Sergeant Carey counted the cases of ammunition and found there were only about 40 cases where there should have been 50. Naturally he arrested the first prisoner—the watchman who had first given the information to the police—as it was obvious that he must have known about what was going on. Sgt. Carey then went down to the second deck of the hold and there found seven wooden cases, similar to those containing the ammunition. They were broken open and empty.

During this time the two Chinese constables on the main deck saw a man in a sampan approach the ship who shouted out to those on board "Is it false?" or "Is it all right?" On receiving no answer from the men on board the sampan man landed at five o'clock where he was arrested by one of the Chinese constables. That man was the third prisoner. In his possession, tied round his waist, was found a piece of cloth—a dirty flour bag—similar to the five bags containing the ammunition. At the Police Station the second and third prisoners were found to have similar flour bags tied round their waists.

The third prisoner, said Mr. Dyer Ball, had made a statement to the Police that he was engaged by a man named Sam King Tao and asked him to go on board and put the ammunition into bags. The other prisoners denied stealing or conspiring to steal the ammunition. Evidence was then called.

After the evidence had been taken his Lordship summed up the case for the jury in the afternoon. He pointed out the difficulty of dealing with the first prisoner under the charge of conspiracy. If he was there as a watchman and had been paid \$50 to keep his mouth shut he did not think he could make that real robbery or conspiracy to rob. To his mind it was simply a violation of duty as a watchman. On the face of the case it appeared to be a case of larceny or nothing at all.

The jury after a short retirement found all four prisoners equally guilty of larceny and Nos. 1, 3 and 4 prisoners were sentenced to four years' imprisonment (the third and fourth having previous convictions—considered against them). The second prisoner—a coolie with no previous convictions—was sentenced to three years' imprisonment with hard labour.

(Continued at foot of next column.)

SPORT.

LAWN BOWLS.

SHANGHAI REGISTER A WIN.

A very enjoyable bowls match was witnessed at Craigengower yesterday afternoon when the Shanghai Interport Bowls team met and defeated the Craigengower Cricket Club by the narrow margin of two points. The match was interesting from start to finish because of its fluctuations in favour of one side and then the other and also because the players gave a good exhibition of trundling. To clinch the afternoon's enjoyment the last head of the match provided an exciting finish. At the commencement of this head the score stood all square (twenty points each) and then during the last head out of eight "woods" lying round the jack Shanghai won by three. Bradbury (Craigengower No. 3) got through a difficult port and rested close to the jack. His opponent, Shaw, came through with an equally brilliant shot, and cannoned into an even better position. The excitement was intensified when the Craigengower No. 3 came in very close again with his second shot. It was still anybody's game and much depended on the Skip, Veitch, who to the occasion and beat his opponent, Basa, with his two shots, thus securing the victory for Shanghai. This is Shanghai's second win since they arrived in the Colony a week ago.

Taking the game as a whole there was some very good bowling on both sides. Green, the Craigengower No. 1, was perhaps the best of the bunch. He was very steady and held his opponent, Poignant, comfortably. He could always be relied upon to get one of his "woods" near the jack. The number twos (Cheetham and Greener) at times found difficulties in getting the run of the green, whilst towards the end of the game Bradbury and Shaw had some very keen tussles. Veitch did some splendid work as Skip and for the greater part of the game had the upper hand of his opponent, Basa, who, on the whole, however, played quite a good game.

The match opened in favour of the home men and they scored in the first two heads. At the sixth head things had levelled themselves out (5-5), and there was also "level pegging" at the ninth head (8-8). Then Shanghai commenced to run away. They scored seven points in the next four heads (15-8). After ten, the invariable change came, the game veering round in favour of Craigengower. After scoring in all the next five heads they obtained a lead of three points (18-15). At the eighteenth head Shanghai, with a very fine "four", went ahead again (19-18). Two shots for Craigengower at the nineteenth altered the position again (20-19). The scores were levelled at the twentieth and at the last head Shanghai got away with an exciting two, which gave them the victory (22-20).

The teams were:—

SHANGHAI		SHANGHAI	
Green	Poignant	Green	Poignant
Greener	Cheetham	Greener	Cheetham
Bradbury	Shaw	Bradbury	Shaw
Basa (Skip)	Veitch (Skip)	Basa (Skip)	Veitch (Skip)

The progressive scores were:—

SHANGHAI CRAIGENGOWER C.C.			
No. of head.	Shots.	Total.	Shots.
1	1	1	—
2	1	2	—
3	1	3	—
4	—	—	2
5	—	—	3
6	2	5	—
7	1	6	—
8	2	8	—
9	—	—	3
10	—	—	2
11	—	—	8
12	—	—	3
13	2	10	—
14	1	11	—
15	3	14	—
16	3	17	—
17	1	18	—
18	—	—	4
19	2	20	—
20	—	—	1
21	—	—	2

[BEFORE HIS HONOUR THE CHIEF JUSTICE (MR. WILLIAM REES DAVIES)].

THE INDIAN STABBING CASE.

ALIBI PUT UP BY THE DEFENCE.

The case in which Lai Sing Ching, a motor-driver, is indicted for stabbing an Indian money-lender, with intent to murder him, was continued yesterday.

Opening his case for the defence Mr. Campbell Prosser said the prisoner's story would be an emphatic denial of the whole thing and that he was confined to his house on the day the Indian was stabbed. His wife and landlady would bear out what he would say.

The prisoner in the witness box said he was confined to his house on the 25th and 26th July as he was sick.

The prisoner's wife said her husband was taken ill on July 25th and he was at home on the 25th and 26th. Late on the evening of the 26th his master (Mr. Pittindridge) sent for him and he went out to meet him at the garage. On July 26th she heard he had been detained.

The prisoner's landlady also gave corroborative evidence.

Counsel for the defence then reviewed the evidence at some length, stating that he did not rely on getting his client acquitted by reason of the uncertainty as to which of the three men stabbed the Indian, but emphasised that he based his defence on a complete and emphatic denial that the prisoner was there at the time.

At the conclusion of Counsel's address the case was again remanded to this morning.

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ENGLISH DAMSONS	in Syrup	...	...	\$0.70
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RASPBERRIES	"	"	...	1.65
STRAWBERRIES	"	"	...	1.20

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NOTICE OF REMOVAL

ON and after MONDAY, SEPTEMBER 24th, the ASIA BANKING CORPORATION will be located in New Quarters, PRINCE'S BUILDING, Ice House Street. [1331]

KOWLOON-CANTON RAILWAY, BARRIS SECTION.

NOTICE

DURING Suspension of the Through Express Service, An Additional Local Train will leave Kowloon on SUNDAYS and PUBLIC HOLIDAYS at 2.52 p.m., returning from SHUM CHUN at 3.30 p.m.
R. BAKER, Manager.
Kowloon, 19th September, 1923. [1333]

EASTERN EXTENSION, AUSTRALASIA AND CHINA-TELEGRAPH CO., LTD. (INCORPORATED IN ENGLAND)

HONGKONG STATION. CURRENCY CHARGES ON TELEGRAMS.

SENDERS of TELEGRAMS are hereby notified that from the 1st OCTOBER, 1923, until further Notice, the Charges for Telegrams will be collected at the Rate of Dollars 0.39 to equal Franc 1.00.

R. M. MACALPINE, Superintendent.
Hongkong, 20th September, 1923. [1329]

GREAT NORTHERN TELEGRAPH CO., LTD.

HONGKONG STATION. CURRENCY CHARGES ON TELEGRAMS.

SENDERS of TELEGRAMS are hereby notified that from the 1st OCTOBER, 1923, until further Notice, the Charges for Telegrams will be collected at the Rate of Dollars 0.39 to equal Franc 1.00.

N. LUND, Acting Superintendent.
Hongkong, September 20th, 1923. [1330]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD. AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer PREMUS are hereby notified that the Cargo will be discharged into Hoi's Wharf, Kowloon, where it will lie at Consignees' risk and subject to terms and conditions of storage at Hoi's Wharf. The Cargo will be ready for delivery from Godown on and after 19th September. Optional cargo will be landed, unless notice has been given prior to Steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period. No claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 24th September, will be subject to rent. All Claims against the Steamer must be presented to the undersigned on or before the 8th Oct., or they will not be recognized. No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.
Hongkong, 19th September, 1923. [1323]

HONGKONG CLUB.

NOTICE

THE THIRD YEARLY DRAWING OF TWENTY DEBENTURES of the HONGKONG CLUB (1923 issue—\$500 each) was held in the Club House on SATURDAY, the 31st SEPTEMBER, 1923, when the following Debentures were drawn for redemption:—
14 215 313 536
144 218 409 568
170 238 454 5 3
194 251 433 766
198 238 491 855
and will be Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on SATURDAY, the 27th SEPTEMBER, 1923, in exchange for surrender of same.
By Order,
A. H. ABRAS, Secretary.
Hongkong, 8th September, 1923. [1321]

OFFICES TO LET.

GOOD OFFICES in No. 1, DUNDAS ST., 4-Rooms on Top Floor, Use of Lift. Apply
1106
Box No. H.E.C.
Box Daily Press Office.

TO LET.

OFFICES at No. 10A, DE VOUA ROAD CENTRAL. Suitable also for Godown, Garage, or Printing Establishment. Apply to
THE BANK OF EAST ASIA, LTD.
13121

TO LET.

OFFICES in UNION BUILDING—Two Rooms on Fifth Floor. Apply
UNION INSURANCE SOCIETY OF CANTON, LTD.

HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEKS LOCAL NEWS.

The Paper is sent Home

INTIMATIONS

NOTICE OF REMOVAL

THE OFFICE of the "HONGKONG DAILY PRESS" have been removed to 1A, CHATER ROAD (3rd floor), to which Address all Correspondence should be directed. Hongkong, 18th July, 1923.

THE HONGKONG AND WHAMPOA DOCK CO., LTD.

NOTICE IS HEREBY GIVEN THAT the SHARE REGISTER and TRANSFER BOOKS of the Company will be CLOSED from the 1st to 8th OCTOBER, 1923 (both days inclusive). Warrants for the Interim Dividend can be obtained at the Office of the Company, 2, QUEEN'S BUILDINGS, Hongkong, on and after the 8th prox.

By Order of the Board,
E. COCK, Acting Chief Manager.

HONGKONG JOCKEY CLUB.

MEMBERS are Reminded that Entries for the FOURTH GYMKHANA, to be held on the 5th and 8th OCTOBER, 1923, CLOSE on SATURDAY NEXT the 22nd INST. [1325]

NOTICE

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SEVENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Town Office, 3, LOWER ALBERT ROAD, Hongkong, on FRIDAY, 5th DAY of OCTOBER, 1923, at Noon, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1923.

THE TRANSFER BOOKS of the Company will be CLOSED from 27th September to 1st October, 1923, both days inclusive.

By Order,
M. MANUK, Secretary.
Hongkong, 19th September, 1923. [1327]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 24th day of Sept., 1923, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the GOVERNOR, of one Lot of CROWN LAND at Shamshui, in the Colony of Hongkong, for a term of 75 years, commencing from the 1st July, 1859, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for a further term of 24 years, less three days.

PARTICULARS OF THE LOT.

No. of Lot.	Boundary Measurements.	Contents.	Annual Rental.	Upset Price.
Locality.	N.E. S.W. N.W. S.E.	Acres.	£ s. d.	£ s. d.
Lot 1, Shamshui, New Territories, Hongkong.	57' 0" 27' 0" 0' 0"	5.173	20	100

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 24th day of Sept., 1923, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the GOVERNOR, of one Lot of CROWN LAND on Loop Road from Victoria Road to Pokfulam Road at Mount Davis in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot.	Boundary Measurements.	Contents.	Annual Rental.	Upset Price.
Locality.	N.E. S.W. N.W. S.E.	Acres.	£ s. d.	£ s. d.
Lot 2, Loop Road, New Territories, Hongkong.	As per sale plan.	22.800	112	7,000

VISITORS TO CANTON.

BY THE PEARL RIVER

BY CAPTAIN C. V. LLOYD

With Illustrations, Maps and Flags.

PRICE... .. \$1.75.

On Sale at

Hongkong: "DAILY PRESS" Office.
Messrs. KELLY & WALES Ltd.
Messrs. BRAY & CO.

Canton: Messrs. A. S. WATSON & Co.

INTIMATIONS

DOUGLAS STEAMSHIP CO., LTD.

THE ORDINARY GENERAL MEETING of the above Company will be held at the Company's Office, 20, DES VOUA ROAD CENTRAL, on TUESDAY, the 27th of OCTOBER, 1923, at 11 A.M.
The TRANSFER BOOKS of the Company will be CLOSED from the 22nd of September, to 2nd of October, both days inclusive.
DOUGLAS, LAPRAIRIE & CO., General Managers.
Hongkong, 13th September, 1923. [1311]

JAPANESE EARTHQUAKE DISASTER.

HONGKONG RELIEF FUND.

NOTICE

SUPPLIES OF SECOND-HAND CLOTHING.

A SPECIAL COMMITTEE of Local Ladies under the Presidency of Mrs. E. D. C. WOLFE has been formed for the purpose of receiving and handing over to the Relief Committee for despatch to the Devastated Areas in Japan Parcels of Second-hand European Clothing of all descriptions for Adults and Children.

The Committee will be in attendance at the City Hall, Daily from MONDAY, 17th INST., to SATURDAY, 22nd INST., between 11 A.M. and 12 Noon.

Parcels sent by messengers should be addressed to the Japanese Earthquake Disaster Hongkong Relief Committee.

By Order,
D. K. BLAIR, Secretary.
HONGKONG RELIEF COMMITTEE.
Hongkong, 12th September, 1923. [1303]

JAPANESE EARTHQUAKE DISASTER.

HONGKONG RELIEF FUND.

NOTICE

SUBSCRIPTIONS LISTS for the above Fund are open at the following places:—

HONGKONG GENERAL CHAMBER OF COMMERCE.
HONGKONG & SHANGHAI BANKING CORPORATION.
CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.
MERCANTILE BANK OF INDIA.
INTERNATIONAL BANKING CORPORATION.
NETHERLANDS TRADING SOCIETY.
YOKOHAMA SPECIE BANK.
YOKOHAMA CLUB.

Cheques should be made out to the Order of the Japanese Earthquake Disaster Hongkong Relief Fund.

By Order,
D. K. BLAIR, Secretary.
HONGKONG RELIEF COMMITTEE.
Hongkong, 10th September, 1923. [1297]

BOWEN & CO.

No. 8, MUSEUM ROAD, SHANGHAI.

Members British Chamber of Commerce (Shanghai), Mr. T. W. BOWEN, Fellow of the Institute of Chartered Shipbrokers, Incorporated by Royal Charter, London.

STEAMSHIP AGENTS AND SHIPBROKERS.

For the Purchase, Sale and Charter of Vessels of any Tonnage, Passenger and/or Cargo, New and/or Old, with delivery China at Very Low Prices.

SAVAGE OPERATORS, MARINE SURVEYORS, AUCTIONEERS, COAL MERCHANTS.

PRINTER, BOOKBINDER, METAL MERCHANTS.

Machinery for Sale, New and Old in First Class Condition.

IMPORTERS and EXPORTERS, SHARE-BROKERS (Members Shanghai Share-Brokers' Association).

SOLE AGENTS FOR CHINA: GREEN'S PATENT ANCHORS.

SAVAGE & CO., LTD. (Sheffield), High-Class Steel Manufacturers (Tank Brand).

Catalogues and Price-Lists on application. (Enquiries Welcomed)

CABLE ADDRESS: BOWEN, Shanghai. CODES: Bentley's, Scott's, A.B.C. 5th Edition and Improved.

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for Boxes—XI, XS, 880.

TO LET.—GODOWN at No. 153, PRATA EAST. Apply—GANDE, PRICE & CO., LTD. [1314]

JUST ARRIVED.—Cheque Perforators, Numbering Machines, Perforators (Cancel and Paid). RAMSAY & CO., Beaconsfield Arcade. [1313]

WHAT IS EYESTRAIN?

The eye has certain tiny muscles. When objects we look at do not come up to a sharp focus in the eye, these muscles exert themselves unduly and enable us to see clearly in spite of the defect. These muscles tire, and relax causing the objects looked at to become blurred and indistinct. Upon closing the eyes for a few seconds the muscles become more or less rested and objects are clear again for a brief period. Properly fitted glasses correct eye-strain, whether caused by niggardism or age.

The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, 53, Queen's Road Central, have the equipment to fit your glasses properly.—ADVT.

INTIMATION

E

WHISKY

The Old Favourite.

A Fine Blend

Old Scotch Whiskies

is now being bottled

at Leith, Scotland

By

Messrs. Macdonald & Muir

and a Label to that

effect is affixed to the

back of each bottle.

A. S. WATSON & CO., LTD.,

Wine & Spirit Merchants.

ESTABLISHED 1841.

Hongkong Office: 1A, Chater Road. London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 20TH, 1923.

THE GREAT BROTHERHOOD.

Dr. W. W. YEN, an ex-Prime Minister of China, speaking at an "International Christian Service of Sympathy with Japan," held in the auditorium of the Peking Union Medical College, observed: "There is a bright side to the terrible picture. As some one has well said on a similar occasion: 'Disaster has indeed made a huge investment, for hundreds of millions of dollars worth of wealth has been destroyed, and yet in a sense the world is becoming richer.' As it has happened before, so it is happening now: The astonished earth is being helmed and rebuffed with telegrams and cablegrams promising and arranging all help and assistance, and thus the truth becomes ever more patent—the nations of the world are, after all, members of a Great Brotherhood."

In this connection few things are more remarkable than the practical expressions of sympathy given by the Government and people of China. Dr. Yen himself said that never within his memory have the people of China given expression to such wide-spread and profound sympathy as they have done in the present instance. "It requires," he said, "some acquaintance with our daily Press and contact with different classes of our people to realize how sincere, intense, and extended is this sentiment."

As it is in obedience to a word of command, our people have determined their attitude towards the disaster, forgetting all old grievances, real or imaginary, and obliterating all geographical and political boundaries, inspired only by the desire to help, however insignificant and limited the resources may be."

That is one aspect of the "Great Brotherhood." Another is to be found in the spontaneous acknowledgements made by many foreign survivors of the catastrophe to the kindly assistance given to them by Japanese fellow sufferers. There have been, it is true, some rumours to the contrary, and the Japanese Consul-General at Shanghai has deemed it

necessary to make a public appeal, "in fairness to the sufferers of all nationalities," that before allegations of the refusal of the Japanese to render assistance to foreign refugees are broadcasted the Government of Japan should be given an opportunity of investigating them. It would be remarkable indeed if there were not isolated cases of Japanese who regarded their own people as having the first claims upon any assistance they were able to give, but it is distinctly noteworthy that not only has there been almost a complete absence of complaints of this character in the many published narratives by survivors that we have read, but many pleasing testimonies have been spontaneously given of the sympathy and helpfulness shown by the Japanese people to foreigners in distress. Here, for example, is an extract from a statement by an American lady visitor relating to a journey over the debris from the flooded park in Yokohama towards the golf-course where their little party found fifty other foreigners: "Up to that time we had seen practically no one but Japanese, and the complete lack of hysteria was particularly noticeable. Vast throngs moving along quietly, and at all times going out of their way to be helpful to each other and to us. One man stopped us and insisted on filling our pockets with a salty confection. Another rushed from his shop and gave us a bottle of cider. Later some women called to us and insisted upon us drinking some warm milk."

A Yokohama resident wrote: "I was all over Yokohama, in the worst districts, along the harbour where naturally will be found the dregs of all nationalities; but I was never in danger nor felt in danger, nor did I notice the Japanese taking any violent action toward anyone, even their own race. In fact there were places where Japanese were handing out water to foreigners and their countrymen alike, and on one occasion we had ice water handed to us as we passed a Japanese place." Numerous other instances of sympathy involving some personal sacrifice on the part of Japanese could be quoted from these narratives. Especially have grateful tributes been paid to the devoted service of nuns. Yet in circumstances of such dire peril to every man, woman and child, when the predominant consideration was personal safety and security, it would not be astonishing to hear of isolated cases in which the appeal of a foreigner for help and protection had been ignored. And it should be remembered in this connection that considerations of Humanity had caused a few thousands of convicts to be liberated from their prison, in order to give them a chance of life, and it may have been that foreigners in distress who came in touch with this criminal class received little consideration. But, taking the wide and general view, a great number of foreigners who safely emerged from the great cataclysm will retain an enduring recollection of the kindly help rendered to them by Japanese—not only by faithful servants, but by men and women to whom in numerous instances they were total strangers, thus proving that East and West do meet in mutual helpfulness and that one touch of nature does indeed make the whole world kin.

A large crocodile has been seen several times in Singapore harbour recently, and has, according to reports, taken two dogs off the breakwater. It is announced that during the suspension of the through express service between Kowloon and Canton, an additional local train will be run on Sundays and public holidays, leaving Kowloon at 2.52 p.m. and returning from Shum Chun at 6.30 p.m.

A sensation has been caused by the discovery of a police scandal on a big scale in Batavia. The Chief Commissioner of Police, Van Rossum, was arrested in connection with big defalcations of police money, while the chief of the opium department, the opium supervisor and one commissioner were suspended. Numerous arrests were expected to follow. During cross-examination by the Assistant Resident, the chief of the opium department attacked the Assistant Resident with a chair, but was disarmed.

The trouble at Swatow and Amoy is causing considerable interference with shipping, and vessels arriving at Singapore report that they have been unable to take on board passengers or cargo at these ports. This, says the Straits Times, will cause a considerable drop in the number of Chinese immigrants coming in to Singapore this month. The rivers and roads at Swatow and Amoy are blocked by troops, and shipping cannot get past ships are arriving here with only five per cent. of their usual complement of passengers.

AQUATIC SPORTS.

ST. PAUL'S COLLEGE.

St. Paul's College annual athletic sports were held in the Victoria Recreation Swimming pool yesterday afternoon. A most enjoyable afternoon's sport was witnessed, and all the events were keenly contested. There were fourteen races in all, and they went off smoothly and with only one or two minor misfortunes. The sports were organized by the energetic sports master, Mr. S. S. Leung, who certainly worked very hard to make the affair a success.

At the conclusion of the races the prizes were presented to the winners by Mrs. Crocker, the senior mistress.

The winners were as follows:—

Senior 50 Yards.—1st, Li Mun Choong; 2nd, Ho Cheuk Chan; 3rd, Tsang Tong Fook.

High Dive (Open).—1st, Tsang Tong Fook; 2nd, U Chung Fu and Chan Kwai Sang.

Senior 100 Yards.—1st, U Man Kit; 2nd, Kwan Kone; 3rd, Li Chung Fu.

60 Yards Handicap.—1st, Ho Shen Hong; 2nd, Mon Yuk Kwan.

Inter-class Race.—1st, Class IIA, 100 Yards Breast (Open).—1st, Li Shu Kam; 2nd, Tsang Fong Fook; 3rd, Lo Chi Hing.

Senior 220 Yards.—1st, Li Man Kit; 2nd, U Chung Fu; 3rd, Tse Shu Wan.

Long Plunge (Junior).—1st, Tsang Man Pong; 2nd, Tsang Sun Fook; 3rd, Ma Ping Leung.

Long Plunge (Senior).—1st, U Man Kit; 2nd, Kwan Kone; 3rd, Tse Shu Wan.

Life Saving.—1st, Kwan Kone; 2nd, Li Chung Fong.

100 Yards (Old Pupils).—1st, Leung Kit Sang; 2nd, Ki Yan Cheong.

Consolation Race.—1st, Tang Kwai.

ST. STEPHEN'S COLLEGE.

RETURN OF THE WARDEN.

A successful concert was held on Friday last at St. Stephen's College. This had been arranged by the Students and was given in honour of the return of the Warden, the Rev. W. H. Hewitt, M.A., B.D., after two years in England, owing to ill health.

Mr. Hewitt's return had been eagerly awaited, and the hearty welcome he received was a mark of the affection and esteem in which he is held by all connected with St. Stephen's. Mr. E. A. Barron, in the name of the whole School, extended a very hearty welcome to Mr. Hewitt. He said how glad one and all were to see him well again and back at his post as Warden. He thought that Mr. Hewitt would find the same high tone and good feeling in the School which marked it two years ago. Finally he thanked the Staff and Prefects for their loyal help and support.

Mr. Hewitt, who was received with great applause, said that two years' absence was a long time, but he had tried hard to return sooner and had been forbidden by the doctors to do so. He spoke warmly of the good work done by Mr. Martin and Mr. Britton and the Staff during his absence. He was very pleased indeed to find the School doing so well in work and games, and to notice that the numbers had risen from 120 when he went away to more than 200. He said that it was not possible to say anything definite about plans for the future, as he had not had sufficient time to find out exactly how matters stood with regard to the proposed New Building Scheme. But he mentioned the good work done by the 1922 students in raising money for the fund, and said that he knew the Old Boys were doing valuable work.

Mr. Hewitt went on to say that he did not regard his time spent in England as altogether wasted as he had during that time met Mr. Warner and Mr. Quick, who were now working at St. Stephen's, and he had also brought with him Mr. Price who would prove a valuable addition to the Staff. Mr. Hewitt mentioned that he and Mr. Price arrived at Yokohama soon after the great disaster. He spoke of the dreadful plight of the survivors and said that he had promised in the name of St. Stephen's to help in the work of relief. In conclusion he thanked everyone for their cordial welcome.

After Mr. Price had responded in a few well chosen words, the Rev. C. B. Shum made a short speech in which he spoke of the efficient way in which Mr. Britton had carried out his duties as Acting Warden. It was no easy position to fill, and Mr. Britton was to be heartily congratulated on the way he had done his work.

During the evening refreshments were served and a varied and interesting programme was carried out.

CHINESE SECRET SOCIETIES.

A MENACE IN HONGKONG.

Eight Chinese appeared at the Magistrate's yesterday morning, before Mr. J. R. Wood, charged with being members of an unlawful society, viz., a Triad Society.

Mr. C. A. S. Russ defended.

The Deputy Superintendent of Police (Mr. King) told his Worship that the first and second defendants were manager and assistant manager of the Society, respectively. Originally the Triad Societies were formed for the purpose of breaking down the Manchu Dynasty, but this had been accomplished many years ago, and there was no genuine reason for the existence of the societies at the present day. There were about thirty-six branches of the Society in Hongkong to-day, and they constituted a menace to public safety. Now that they had no definite object they all seemed to join together for the purpose of settling each other's personal grievances, and exacting blackmail from private individuals. There were a number of atrocities committed within the bounds of the Colony which could be directly attributed to Triad Societies. Their motives, also, seemed to be strangely mixed with personal and national prejudices. These particular men were arrested in a house at Yau-mat, and a quantity of cards were found in the house bearing the names of thirty-six other similar societies in the Colony.

Sentence of three months' hard labour was passed on the manager and his assistant, and two months' on each of the others.

CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]

DOMESTIC POLICY OF HOLLAND.

THE NAVAL PROJECTS IN NETHERLANDS INDIES.

THE HAGUE, September 18th.

The Government has notified the Second Chamber that the enforcement of the Naval Law will be postponed in order momentarily to relieve the financial pressure particularly. For the Dutch East Indies the budget expenditure which involved the establishment of naval bases and providing reinforcements for the Indies will be reduced in the next few years, but the ten years fixed for completion will be nevertheless maintained.

EARLIER CABLES.

REFORMS IN DUTCH INDIES FORESHADOWED.

THE HAGUE, September 18th.

Queen Wilhelmina, accompanied by the Prince Consort and Queen Mother, opened the session of the States General. In a speech she pointed out that the financial and economic situation was still disquieting, and vigorous measures must be taken speedily to equalise receipts and expenditure, and restrict State expenses. The relations with other Powers were friendly, but the international situation was still uncertain. The state of political and economic collapse left by the war continued. The interests of humanity required a change, and justified the wish for speedy solutions of pending problems, thus opening the road towards urgently necessary restoration. The speech fore-shadowed Bills modifying the fiscal system, improving social insurance legislation, and for administrative and legislative revision in the Dutch Indies, involving constitutional changes, and handing over the exploitation of the Billiton company, the Government having a preponderant influence.

THE REVENUE DEFICIT.

THE HAGUE, September 18th.

The Finance Minister, in his Budget memorandum presented to the State General estimates the deficit in the ordinary revenue of the year 1924 at a hundred and sixteen million florins. The memorandum considers it will not be possible to save more than fifty millions by reorganisation or cutting down in the public services. Officials' salaries must therefore be cut down with a view to effecting a decrease of twenty per cent. within two years. This reduction will operate immediately in the case of Ministers and other high officials. The remainder of the deficit, estimated at thirty million florins, will be met by modification of existing taxes and the introduction of new ones.

LATEST CABLES.

RUBBER FUTURES.

MARKET ON PARIS BOURSE.

LONDON, September 18th.

A market in rubber futures is to be inaugurated on the Paris Bourse on October 1st.

SACRILEGE.

CHURCH OF HOLY VIRGIN AT GETHSEMANE ROBBED.

JERUSALEM, September 18th.

The Church of the Holy Virgin at Gethsemane was robbed last night of diamonds, jewels, silver lamps and icons.

ORDERS FOR SWANSEA FROM JAPAN.

LONDON, September 18th.

It is reported on the Swansea Metal Exchange that large orders for tinplates and galvanised sheets are being received from Japan. The latter are required for the reconstruction work after the earthquake.

LATEST CABLES.

SPAIN'S NEW GOVERNMENT.

MORE DECREES ISSUED.

MADRID, September 18th.

The decrees signed by King Alfonso include one against separatism. It provides for trial by court-martial of offences against the unity of the country and permits only Spanish flags to be flown from buildings and ships except those of foreign nations.

A decree imposes heavy penalties for those who disseminate separatist propaganda or incite risings and enforces the use of the Spanish language for official purposes.

EARLIER CABLES.

EX-PRIMEIR WITHDRAWS FROM POLITICS.

PORTSMOUTH, ENGLAND, September 18th.

A message from Barcelona says the reported arrest of the Spanish ex-Minister is denied.

MADRID, September 18th.

De Rivera, replying to a letter from the Premier, Marquis De Alhucemas, permits him to reside where he chooses, and trusts that the results of the legal proceedings against his Government, which displayed the worst vices, will show Alhucemas himself was not responsible, as everybody admits his personal honesty.

The ex-Premier Curra has issued statements defending the Conservative party, of which he was the leader, declaring that the upholders of constitutional monarchy and parliamentary institutions are confronted with a rebellion. The country disapproves of the wild attacks made by the new regime against the honour of all the old organised parties, and concludes by saying he will place no obstacle in the path of the present regime, but has withdrawn from politics pending the realisation of the dreams of those responsible for the present adventure, or the arrival of terrible disaster.

GAMBLING PROHIBITED.

MADRID, September 18th.

A decree of the Directory prohibits gambling in clubs and military messes.

The president of the Supreme Civil Tribunal has resigned.

THE OPIUM EVIL.

DISCUSSION BY L.O.N. COMMISSION.

GENEVA, September 18th.

The Opium Committee of the League of Nations heard a statement by Lord Hardinge on the measures adopted in India to restrict and regulate the traffic. Mr. Porter (American) spoke in favour of assembling an international conference as soon as possible, expressing the opinion that such a conference would have better results with the prestige of the League behind it. The United States was fully convinced that enforcement of the Advisory Committee's two resolutions would eradicate the evil.

In the course of a public debate of the Council on the competences of the League in the Italo-Greek dispute, Signor Salandra (Italy) maintained, as against the view of Mr. Baunting and Lord Robert Cecil, that the Covenant did not prohibit pacific reprisals like the occupation of Corfu but significantly added that Italy did not object to having the articles of the Covenant interpreted, as regards competence, by authorised judicial authorities, if desired.

IMPERIAL CONFERENCE QUESTIONS.

MR. BRUCE ANSWERS A QUERY FROM CEYLON.

COLOMBO, September 18th.

Mr. Bruce, the Australian Prime Minister replying to a wireless question from the Times of Ceylon, expresses the opinion that if the whole communities who help to maintain British interests in the Colonies feel any grievance against their present representation at the Imperial Conference, their case should certainly be heard. He stands for a later system of consultation of the British overseas communities on matters of Imperial importance.

LATEST CABLES.

GERMAN CURRENCY.

FOREIGN CURRENCY COMMISSIONER ACTS.

BERLIN, September 18th.

Acting under instructions from the commissioner, the police raided big cafes and seized foreign currencies belonging to customers unable to prove their right to hold them.

EVERYBODY'S POCKETS SEARCHED.

The raids were carried out under the personal supervision of the Foreign Currency Commissioner, assisted by a large force of uniformed police who guarded all the existences while the plain clothes men proceeded to search everybody's pockets, irrespective of nationality. The waiters provided rich booty.

Foreigners were informed that their money would be returned if they were able to prove that they were entitled to it.

Futile efforts were made by angry disappointed people to hide foreign currency under sofas and tables.

It is declared that the raid brought in large sums.

A cable message from Berlin dated September 8th, stated that the Government had appointed the Privy Councillor, Herr Fellingner, to the Ministry of Commerce, as Commissioner with extraordinary powers to deal with foreign exchanges. He is empowered to take over foreign securities and similar holdings on behalf of the Reich which the decree regulating dealings in foreign currencies declaring invalid. The constitution is guaranteeing the sanctity of drillings and property and the privacy of postal, telegraphic and telephonic communications.

EARLIER CABLES.

PROPOSED REFORMS.

BERLIN, September 18th.

The draft Bill for the creation of a stable currency provides for the complete severance of the Reichsbank from State finances thus enabling it to fulfil the functions of a gold note Bank. During the transitional period, and until the State Budget is balanced, a new Bank is to be created to issue notes sufficient only to cover State expenditure. These will be backed by a gold guarantee furnished by agriculture, commerce, industry and banks and will be legal tender. Paper marks will be small change for them at a fixed rate of exchange.

It is reported that the Minister of Finance is preparing increases in Customs rates varying from 33 to 100 per cent. for the purpose of restricting the import of luxuries.

PALESTINE SITUATION.

JERUSALEM, September 18th.

The Palestine Government states that the situation in Trans-Jordan is now reported normal.

STINNES IN RUSSIA.

MOSCOW, September 18th.

Hugo Stinnes has arrived here. He is following the example of Herr Krupp in seeking agricultural concessions.

ANOTHER EARTHQUAKE.

SYRACUSE, SICILY, September 18th.

There was a violent earthquake shock here this morning.

INTERNATIONAL POLO.

NEW YORK, September 18th.

The United States Army won the international polo championship, defeating the British Army by 10 to 3 in the final match.

The Americans, who appeared apprehensive that their ponies would give out, rushed the game, and secured the lead from which they were not dislodged. The first half of the game was in backfield, where Brown and Beaufort outplayed Hurdall and Lockett. The British were apparently deficient in team work, though their occasional individual feats thrilled the crowd.

AMATEUR GOLF IN U.S.

CHICAGO, September 18th.

In the United States Golf Association's amateur championship, first round, Willie Hunter defeated Chick Evans, 2 and 1. Sweetser beat Seckel 10 and 9. Quimott, Gardner, Herron, Herron, Fowkes and Bobby Jones all won their ties.

NEW YORK PRINTERS' STRIKE.

NEWSPAPERS PUBLISH A COMMON EDITION.

NEW YORK, September 18th.

As the result of the printers' strike, only a Labour daily and one of two suburban papers and foreign journals are being published.

The newspaper publishers have decided to run off a common edition, bearing the names of all the newspapers affected by the strike. The Labour newspaper, the Call, had an enormous circulation in banking and business quarters.

ITALY AND YUGO-SLAVIA.

L.O.N. MAY BE ASKED TO ARBITRATE.

GENEVA, September 18th.

Interviewed by Reuter, Yvanovitch, the second member of the Yugo-Slavia delegation, declared that the new development at Fiume did not affect the question at present being negotiated between Rome and Belgrade. Yugo-Slavia desired to continue the negotiations, and in the event of failure the matter could be submitted to arbitration by the Swiss President or by the Council of the League of Nations.

INDIAN NATIONAL CONGRESS.

BOYCOTT DECLARED ON BRITISH GOODS.

DELHI, September 18th.

After a heated five-hour debate the National Congress by a small majority endorsed the proposal to boycott British Empire goods, owing to the Kenya decision. A representative of the Bombay merchants promised to establish a committee to make the boycott effective by selecting the articles to be rejected.

APOLOGIES FROM GREECE.

ATHENS, September 18th.

In fulfilment of the first of the Allies' demands, the War Minister Maronichalis has officially apologised to the Legations of Britain, France and Italy.

FOREIGN RESIDENTS IN CHINA.

The Ministries of the Interior and Foreign Affairs instructed the provincial authorities to ascertain the number of foreign residents now in China. According to returns sent in by the provinces at the end of June, the Japanese comes first in the list. The following is a complete table.

Japanese	75,370
British	8,762
Russian	6,721
German	2,911
American	2,511
French	2,155
Italian	1,125
Austrian	764
Belgian	264
Dutch	76
Other Nationalities	389

A SUPER LIFEBOAT.

CRUISE ROUND BRITAIN.

The largest motor lifeboat in the world left the West Coast landing-stage on August 15th for a cruise round the British Isles. It is an event of outstanding interest in the history of the Royal National Lifeboat Institution. William and Kate Johnson, is the name of this super lifeboat. Built by Messrs. J. B. White and Co., Cowes, at a cost of about £20,000, the boat was designed by Mr. J. R. Barnett, of Messrs. G. L. Watson and Co., the institution's consulting naval architect, and she will be known as the Barnett type. She is 60ft. in length, with a beam of 15ft. and a draught of 4ft. 6in. and is fitted with twin screws driven by two six-cylinder 90 h.p. motors. The new boat has a speed of from nine to ten knots. Unlike other motor lifeboats she carries simply a jury rig of one mast with a small triangular fore-lug and jib. Built of a double thickness of teak, she has light mid-steel bulkheads, and nearly 100 air-cases, each of which is virtually a water-tight compartment. Indeed it may be said that the boat has almost as many water-tight compartments as a modern battle cruiser. According to Captain Howard F. J. Rowley, chief inspector of lifeboats, these water-tight compartments will make the boat practically unsinkable; but a no less important feature is that each motor is in a separate water-tight compartment. In the course of a trial trip one of these compartments was kept under water for three hours without any appreciable effect on the speed of the vessel.

Another feature is that this is the first British motor lifeboat to have cabins. There are two, capable of holding about fifty people, while the total number for which there is room on board is 150. Thus it will be possible to give at once to the rescued, shelter, warmth, and food. A life-saving net, stretched amidships, is part of the equipment, enabling those on a vessel in distress to be taken off much more easily than in the past. In addition, the Barnett boat carries a line-throwing gun, a searchlight, and a screen to protect the helmsman.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

THE FOWCHOW OUTRAGE.

PEKING, September 18th.

Various reports regarding the Fowchow outrages at Fowchow differ as to the exact casualties.

According to the most recent authoritative information the Japanese chief engineer was not killed, but was held prisoner in the park by the Kweichow troops together with the first officer and the Chinese comptroller.

It is confirmed that the Kweichow troops are demanding a ransom of a million dollars for these captives and threatening to kill them if the Northern forces attack.

CHANGSHA SITUATION. AGAIN CHANGED.

The situation at Changsha has again changed. General Tan Yen Kai's forces have again been victorious and General Chao Heng Ti's men are fleeing. They are threatening to loot Changsha before leaving it.

A party of Japanese marines have landed in order to protect Japanese interests.

American marines are protecting the Consulate and other buildings.

BRITISH GUNBOAT IN ACTION.

The Hsiang Kiang Maru, which arrived from Changsha on September 17th, is reported to have been heavily fired on by part of General Tan Yen Kai's troops on her way.

A British steamer arriving at Changsha on September 18th is also reported to have been under heavy fire. The British gunboat escorting her returned the fire and it is believed that there were casualties on both sides.

[FROM THE "DAILY BULLETIN."]

THE ATTACK ON A JAPANESE STEAMER.

ON THE UPPER YANGTSE.

PEKING, September 18th.

Reliable information reaching Peking throws light on the attack on the Fuyang Maru at Fowchow, which is the headquarters of the Kweichow troops who recently deserted from Yang Sen and went over to the South.

These troops, which were entrenched about a mile along the river bank, had been stopping and searching all steamers to ascertain if they were carrying ammunition to Yang Sen at Chungking.

On this occasion the Fuyang Maru was carrying ammunition and arms, but it is doubtful whether the captain of the steamer was aware of the fact, or whether the munitions had been smuggled on board lower down the river.

A representative of Yang Sen, with a bodyguard, was on board looking after the ammunition, but Southern spies on board communicated with the troops on shore, with the result that two boat-loads of Kweichow troops put off from the river bank and ordered the ship to stop. The Japanese captain was prepared to do so, but Yang Sen's men ordered him to rush past Fowchow, which he refused to do, upon which a Northern sloop shot him dead and then jumped aboard.

Boatloads of Kweichow troops scrambled on board, and a general melee ensued, in which the Japanese chief engineer and one Japanese passenger were shot dead. Six Chinese members of the crew, including Yang Sen's supercargo, were also killed, and eight others were wounded.

The vessel, which was completely gutted, lies at Fowchow in a hopeless condition.

Seeing what had happened to the Fuyang Maru, the Yungyung Maru slipped her anchor and returned to Ichang.

AMOY MILITARY COMMISSIONER DEGRADED.

PEKING, September 18th.

A mandate was issued last evening ordering the arrest of Tsang Chih Ping, Military Commissioner at Amoy, and depriving him of his titles and decorations.

LOYAL PARLIAMENTARIANS.

PEKING, September 18th.

At a meeting of the various political bodies in the House of Representatives, held last evening, it was suggested that the special allowance paid to those members of Parliament in attendance at the Constitutional Conference be increased from \$20 to \$30, on the ground that the anti-Chihli parties are paying neutral members to absent themselves, to prevent a quorum being formed.

The proposal met with considerable support, and it was subsequently decided to telegraph the members of Parliament at Shanghai to urgently return to Peking.

[THROUGH REUTER'S AGENCY.]

BARON IJUN APPOINTED FOREIGN MINISTER.

TOKYO, September 18th.

Baron Ijun has been officially appointed Foreign Minister.

YOKOHAMA A CITY OF DESOLATION.

SOME SAD STORIES.

YOKOHAMA, September 18th.

A traveller who has revisited Yokohama after an absence of four months says the spectacle of destruction and desolation is overwhelming. There are no foreigners ashore except hard-working relief parties. The buildings standing in the city can be counted on the fingers of one hand and all of course are uninhabitable.

The traveller walked into what had been the British Consulate and there, beside the tennis court, are a few graves containing the remains of Mr. I. C. Morrison, of the Hongkong Bank; Mr. P. A. Cabeldu; Mrs. Nicoll and daughter Helen (both of whom were crushed to death by the collapse of the Chartered Bank, outside which they were awaiting Mr. Nicoll, a member of the Bank staff); Mr. H. A. Horne; Mr. W. Haigh; Mr. D. Waddell, and Mr. J. Lyes. Little black wooden crosses, with names in white, mark where these British victims are buried.

Search parties tell numerous sad stories. While hurrying Dr. Wheeler, the Rev. Eustace Strong was asked by a woman if he would bury her husband. "Where is the body?" he asked. "Here," she replied, undoing a coloured handkerchief in which was a bundle of ashes. They now lie beside the late Dr. Wheeler.

Dr. Hingston, of the British Hospital, returned to his house to look for the body of his wife, when one of his servants handed him a bowl of ashes—all that remained of her.

The son and daughter-in-law of Mr. J. P. Mollison were immovably pinned beneath the stairs. Their house servants say they were able to see and speak to each other till the fire consumed them.

Mr. Eastman, a well-known resident of the Bluff, was found in his dog kennel the third day after the fire. His house had fallen in and he was injured, being only able to crawl to the kennel.

FURTHER BRITISH DEAD.

KOBE, September 18th.

The following names are added to the list of killed officially issued by the British Consulate—Mr. R. H. Gordon, Mr. George Ivison, Mr. G. Wood, and Mr. and Mrs. Charles Markell.

THE EARTHQUAKE IN JAPAN.

IMPERIAL WEDDING POSTPONED.

TOKYO, September 18th.

It is officially announced that the Imperial wedding has been postponed. However, it is unofficially understood that it will probably take place in January or February.

[FROM THE "DAILY BULLETIN."]

EARTHQUAKE INTELLIGENCE.

CHINESE REFUGEES.

PEKING, September 18th.

An official from the Japanese Foreign Office on reaching Kobe on the 13th inst. reported that part of the Chinese refugees had already departed for China, but that 3,000 remained.

ADMINISTRATION OF FOREIGN RELIEF FUNDS.

OSAKA, September 18th.

Editorially discussing the foreign relief funds to Japan, and their administration, the Japan Chronicle, which is one of the two foreign-owned papers at present publishing here, draws attention to the case of the foreign communities in Japan, whose needs, it is hoped, both the donors and the administrators will keep in mind.

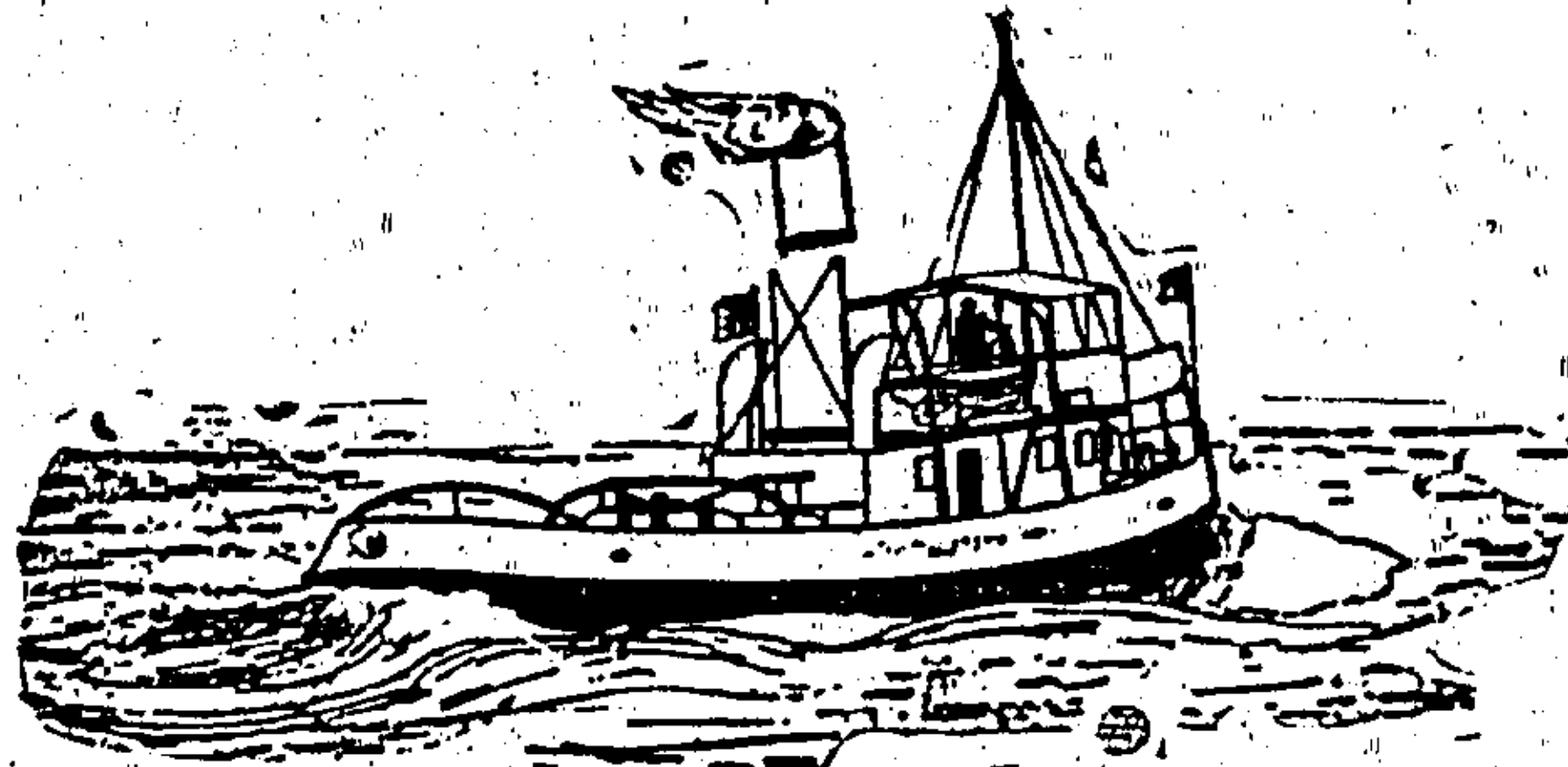
Foreign countries are showing the greatest generosity in the present crisis, but it is hoped that they understand that the people needing help more than any others are the pioneers of their own trade, many of whom have lost everything, and at present are without resources, and who will experience the greatest difficulty in keeping their heads above water during the reconstruction period. "Help need not be in the form of doles or subsidies," is the opinion of the paper, "but generous and easy credits, enabling them to maintain their staffs to hang on and get a grip of the business that is coming. Help of this kind is expected to bring ultimate benefit to the dispenser, as well as to the advantage of Japan."

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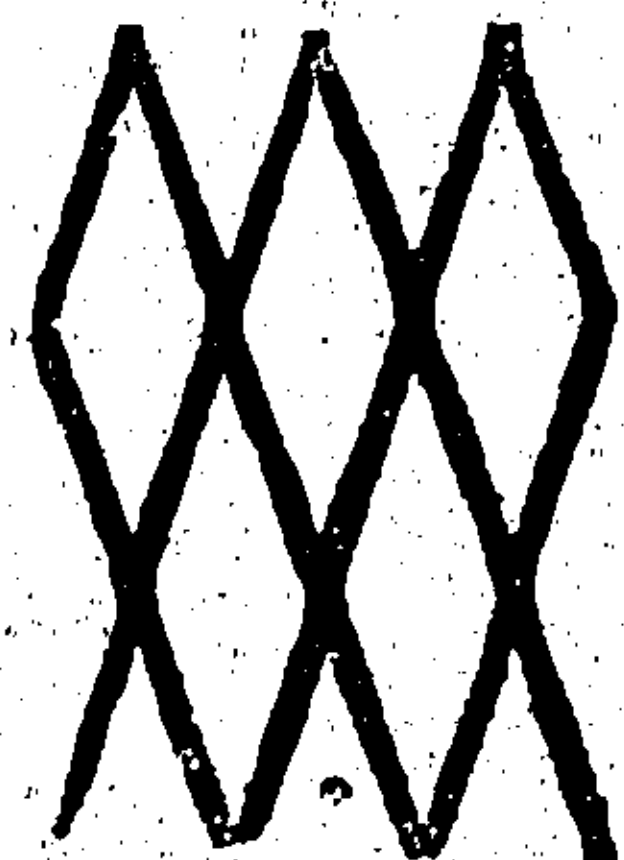
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QUEER CLUBS.

HOODED MEN AND WOMEN IN
CITY TAVERN.Which is London's queerest club?
Attention has recently been drawn to a
luncheon club, the members of which,
after a pleasant meal, indulge in the
fascinating pastime of making and solving
acrostics.This club is only one among the many
strange and curious ones which carry
out their peculiar and little-known existence
in London, writes a correspondent.One of the most interesting is the
"Fireside Club," which consists of
literary men, among them well-known
writers, who just sit round a fireside and
talk.At a certain City tavern there meet at
regular intervals the surviving members of
a club founded some time ago.
Although some members have died, the
same number of covers are laid every
year, and large photographs of the dead
members appear in their places.In the same tavern meets a strange
assembly of hooded men and women, the
object of whose gathering is a mystery."The Crimes Club" is perhaps better
known to the public than some of these
strange clubs, although its meetings are
kept very secret. It is limited to 60 members,
who meet three times a year at a
London restaurant and discuss crime. Its
members, among whom are many well-
known men, including poets, legal authorities,
and writers, are keen criminologists.Negroes, Italian, Frenchmen, Japanese,
all have their clubs, while there are clubs
for people interested in toy engines,
model steamers, and sailing boats.—*The
Daily Mail.*WHAT ADAM AND EVE
SPOKE.Dr. A. Neville J. Whyman, one of
the most distinguished scholars in the Far
East and perhaps the greatest linguist
ever to come to Peking, is a visitor in
the Capital. Dr. Whyman, who is an
authority on Chinese and Japanese, not
only speaks, reads and writes both these
languages, but has taught them for several
years at Oxford. At present he is lecturing
on Chinese philosophy in Tokyo.Dr. Whyman speaks upwards of thirty
different tongues.After making a thorough probe of the
origins of the various languages, he is
able to state that Chinese is most prob-
ably the first language that has ever been
spoken. In an interview with a repre-
sentative of the Press, he says:—"I believe, from the data I have been
able to gather, that Adam and Eve spoke
Chinese. This language is the most in-
teresting in the world. It is the aboriginal
language used by original inhabit-
ants of the world. In comparing the
various languages, I have been unable
to find any that preceded the Chinese,
which is the origin of the Burmese,
Siamese, Annamese and Tibetan tongues."The Chinese, I have been able to
ascertain, taught the ancient Egyptians,
Romans, Persians and Greeks to talk.
Much of our own philosophy in the West
has come out of Chinese philosophy, and
what strikes me as most interesting is
that all Chinese are living philosophers.
They take things so calmly and don't
assert themselves and yet, when all the
rest of the world seems upset they can go
on as usual. Also the fact that the
Chinese still persist after so many thou-
sands of years, when other nations that
were great with her have long since passed
proved this."The Chinese have an utter lack of
stupidity. They seem to show such quick
appreciation and quick understanding
even over matters which are puzzling to
them. They seem ready to try to under-
stand instead of saying, 'I don't know
anything about it.'—*China Press.*A FAITHFUL FRIEND.
PRESIDENT HARDING'S DOG.During the funeral of the late President
Harding on August 10th, a small fox ter-
rier puppy lay down before the gates of
the vault, undisturbed by the Guardsmen
keeping vigil. The little dog had come un-
invited to the funeral, making his way
among the officers, generals, and admirals
in the casket as though he regarded that
big friend was inside. Finally, in sleepy
contentment, he lay down just inside the
doors of the tomb, drowsy-eyed, watching
the funeral rites. No one attempted to
drive him away. When the time came to
place the casket in the vault the puppy
blocked the way. There was a movement
to push him aside, but Mrs. Harding would
not allow it. She whispered to Mr. Chris-
tian, the late President's secretary, to coax
the dog away. This was done
and the casket was then entombed. When
all had gone except the guard, Captain
Andrews, the dead President's aide, went
back to the vault for Mrs. Harding to see
if everything was right there. The terrier
was still sitting at the door of the tomb,
faithful to his dead friend inside. Mrs.
Harding told her friends that she had
drawn great comfort from the moment the
little visitor strayed within the funeral
circle.The toll of the jungle in India does
not diminish, and the figures for last
year, just published, show that 3,203 per-
sons were killed by wild animals. Tigers
were responsible for 1,033, leopards for
500, wolves for 400, crocodiles and alligators
for 225, bears for 105, wild boars and
pigs for 90, elephants for 55, and hyenas
for nine, while the mortality from snake-
bites rose to 20,000 during the year.
Twenty-three thousand two hundred and
sixty-eight wild animals were destroyed,
including 1,708 tigers, 5,108 leopards, 3,188
bears, and 1,920 wolves, while the snakes
destroyed numbered 28,570. The sum of
Rs. 185,000 was paid in rewards.

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SAYINGS OF A WEEK.

Future wars will be of such a kind that
no victory is possible.—*Mr. Ramsey Mac-
Donald.*On the whole it has been our duty to de-
fend the common liberties of the world.—*Mr. Aquith.*We (Great Britain), on the other hand,
want trade more than reparations.—*Mr. Cecil Harcourt.*I want to leave this country when my
term ends in better heart than it has been
for years.—*Mr. Baldwin.*Socialism cannot compel the consumer to
buy more commodities or to pay for more
services.—*Sir John Simon.*England is a small country, and has to
export her manufactures in order to live.
She cannot do that if her European cus-
tomers are made slaves or bankrupts.—*Mr. Aubrey Herbert.*The moment peace is restored in Europe
and the nations are enabled to industrial-
at countries will find themselves face to
face with real rivalry and competition.—*Mr. Lloyd George.*

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SYDNEY & MELBOURNE via Manila, &c.
TANGO MARU ... Friday, 25th Sept., at 11 a.m.
YOSHINO MARU ... Wednesday, 17th Oct., at 11 a.m.

NEW YORK & BOSTON via PANAMA.

TOBA MARU ... Wednesday, 17th Oct.

STENOS AIBES via Singapore, Durban & Cape Town.

KANAGAWA MARU ... End Oct. or beginning Nov.

BOMBAY via Singapore and Colombo.

TAMBA MARU ... Thursday, 27th Sept.

CALCUTTA via Singapore, Penang & Bangkok.

CEYLON MARU ... Thursday, 27th Sept.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Thursday, 11th Oct., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

HARUNA MARU ... Sunday, 23rd Sept., at 5 p.m.

HAKODATE MARU ... Friday, 23rd Sept.

CALCUTTA MARU (Omitting Shanghai) ... Sunday, 30th Sept.

ROZAN MARU ... Saturday, 6th Oct.

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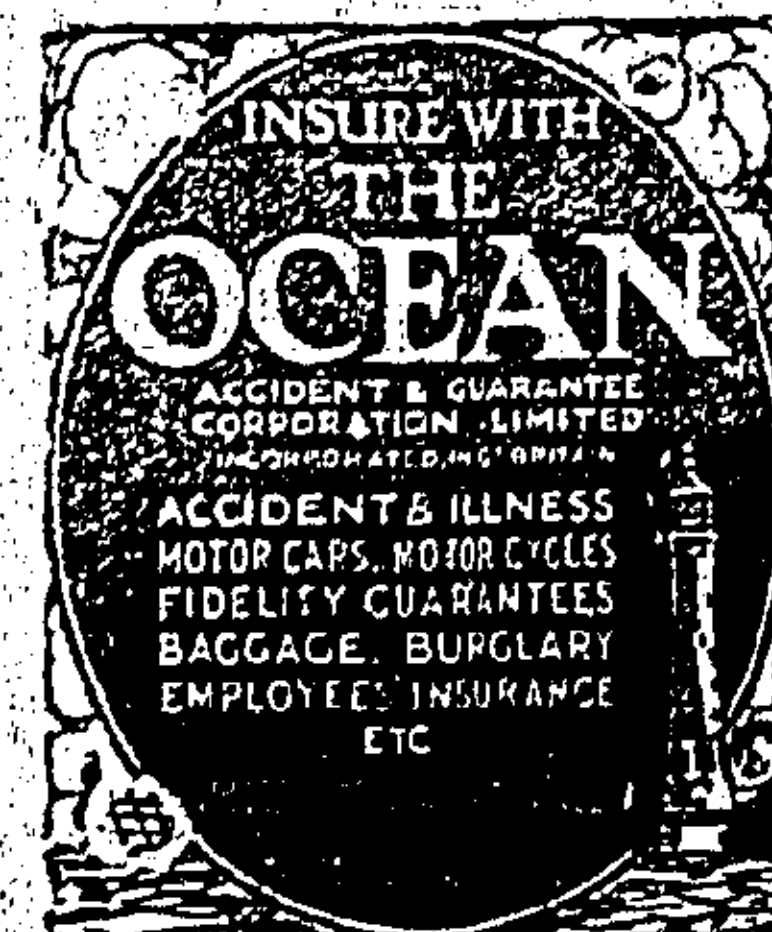
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*Adolf von Baeyer ...	9,000 tons	16th October.
Hindenburg ...	11,350 tons	2nd half of November.
*Emil Kirdorf ...	9,000 tons	1st half of December.
*Schoor ...	12,300 tons	1st half of January, 1924.
*Albert Vogler ...	9,000 tons	1st half of February, 1924.

HOMEWARD for Antwerp, Rotterdam and Hamburg

Steamers	Tonnage, d.w.	Departure
*Albert Vogler ...	9,000 tons	23rd Sept. Calling at Manila
*Carl Legien ...	9,000 tons	19th Oct. do.
*Adolf von Baeyer ...	9,000 tons	—
Hindenburg ...	12,350 tons	—
*Emil Kirdorf ...	9,000 tons	—
*Schoor ...	12,300 tons	—

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DE VALERA IN GAOL.
ELECTION MEETING ARREST.

(FROM "THE TIMES" CORRESPONDENT.)

ENNIS, August 15th.

De Valera is in the custody of Free State troops. Early this afternoon he made his promised appearance at a Sinn Féin election meeting here and the Government, accepting the challenge, promptly put him under arrest.

In view of the probability of exciting scenes the town was crowded to-day with political sympathizers of the various parties streaming in from Limerick, and from throughout the Clare countryside. Some parties in automobiles waving flags, loads on bicycles, farmers on horse-back, and peasants trudging along the roads. During the morning the crowds were quiet but expectant. De Valera seemed to tarry, and everywhere the question was: "Will he come?" At a few minutes past two he appeared, driving up in an open car, preceded by a band. It is stated that he kept in Ennis last night, though the police searched several houses unsuccessfully. The balance of the evidence is that he arrived in his motor-car disguised shortly before the meeting, and then, donning his disguise, entered the Square with his escort of pipers. He was greeted with loud cheers by the crowd which had collected round the hustings where O'Connell and Parnell-square join. After the usual demonstrations and rather tedious preliminary speeches, De Valera rose and addressed the crowd. He looked pale and drawn, but his voice carried well. He had uttered only a few sentences in Irish, however, and had just declared that he had always stood for construction and never for destruction, when an armoured car pushed its way into the crowd and troops began to move towards the hustings. As the crowd backed away, De Valera, smiling serenely, waved his hand as if he thought the soldiers wished only to scare away his hearers, but in another moment his countenance changed. Shots rang out, the soldiers firing into the air, and the crowd broke in panic as the troops pressed towards the platform. De Valera was apparently fainting; and some of his friends rushed to him, trying to drag him away.

FRIGHTENED CROWD.

The scene, as De Valera, pale and speechless, stepped from the platform and was instantly seized by the troops almost before he had time to utter a word. The air, several of De Valera's supporters leapt or fell from the platform, and Mrs. O'Callaghan, who is standing for Limerick, was thrown backwards into a quarry, but fortunately escaped without serious injury. Within a few minutes the centre of the square facing the hustings was clear except of abandoned banners and papers. People, mainly Republicans, fled madly towards every exit and, as shots continued to be fired, flung themselves to the ground and lay two or three deep on the pavement, while others sought to escape across their struggling bodies. Many were bruised and cut, but none was badly hurt, and though the troops at one point fixed bayonets, apparently imagining that the panic-stricken crowd meant to rush the post office, no bayonets were used to my knowledge.

As for De Valera, he seemed to recover as he was formally arrested, and was hurried with the troops to their car, which hurried him to the gaol, which is now used as a barrack. Once he was gone the troops withdrew, and within fifteen minutes the square was full of Clare men discussing the Government's stroke. "This cruel, clever, strong man they are. President Cosgrave and O'Higgins," said an old Republican, regretfully. But the Cumann na nGaedheal, the Republicans who had swarmed into the town in automobiles and jaunting-cars, all the morning waving flags, now swarmed out without their banners by every exit at the best speed of which their cars and horses were capable. It is too early yet to judge the effect of the coup. In Clare, and quite possibly in Limerick, it is likely to cost the Government several seats. But in areas where the Republicans are weaker it may well strengthen Cumann na nGaedheal. As regards the method adopted the troops are criticized for not waiting until De Valera had finished his speech, and also for firing, but the blank cartridges fired into the air cleared the square most effectively, and the military would otherwise have had to fight their way through a hostile crowd at the risk of bloodshed.

TROOPS FIRED ON.

The Publicity Department of the Free State Government announced last night that the troops were fired on from the platform at the Ennis meeting at which De Valera was arrested, and a rifle was shot out of the hands of one of the soldiers. The troops fired several rounds in the air, which dispersed the crowd.

"NATIONALISM GONE
WRONG."MR. LLOYD GEORGE ON THE
DANGER OF EUROPE.

Mr. Lloyd George, in his presidential address at the Welsh National Eisteddfod at Mold, on August 9th, said: "Patriotism is threatened in many forms. Sometimes it is an angel of light with white wings brightening the firmament. Sometimes it is a demon of destruction, tearing and wounding, darkening the earth. That is the danger of Europe to-day—a nationalism which has gone wrong. To vary the metaphor, Europe is suffering from patriotism which have burst their banks, menacing and even ravaging and destroying. The war has been responsible for the resurrection of many buried nations. In fact, it is the age of resurrecting dead kings and live nationalities that have been buried for centuries. During the last hundred years at least a dozen nations buried in the vaults of tyranny have been brought back to life. They are dizzy with the light and are not walking steadily. No doubt they constitute a peril to themselves and to each other. That will come right. With time and patience they will all settle down and the world will be better for their patriotic zeal, fervour, and energy. Every great national force, unless properly

(Continued on next column.)

KOWLOON CRICKET CLUB.

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IN AID OF JAPAN DISASTER FUND.

SATURDAY, Sept. 22nd.

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PAYMENT BY RESULTS.

The striking difference in output between piece workers and time-rate workers has inspired the Admiralty to submit a scheme to the Trade Unions for general adoption. The system is one of payment by results at all the Royal dockyards. The Admiralty claims that the new scheme will be beneficial to all concerned. The Joint Committee of the Employers' Federation investigating matters has cited specific instances; for example, riveters employed at time-rates on warships are fixed at 176 rivets per squad weekly and a similar squad of piece workers is fixed at 722, while a comparison of complete shipbuilding showed that time-workers took 15 weeks to complete a standard vessel and piece-workers ten weeks.

directed, has dangerous possibilities—fire, water, electricity, wind—all the emotions of the human heart, and love of country is no exception. The ideal is that every nation should look after its own farm and harness patriotism to its cultivation, not by moving each others' boundaries or stealing each others' sheep, but by ploughing, manuring, sowing, planting, and watering, and not to forget the wedding. That is the way for nations to reap a bountiful harvest for the children of men. (Cheers.)

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

HAIPHONG via HOIHOW ... "LEESANG" ... Friday, 21st Sept. 8 a.m.
MANILA ... "WINGSANG" ... Friday, 21st Sept. 3 p.m.
SHANGHAI via SWATOW ... "YUSANG" ... Sunday, 23rd Sept. 8 a.m.
FOOCHOW ... "FOOSHING" ... Sunday, 23rd Sept. 10 a.m.
BANGKOK via SWATOW ... "HANGSANG" ... Monday, 24th Sept. 1 p.m.

TSINGTAU via SWATOW ... "YATSHING" ... Wednesday, 26th Sept. Noon.
SHANGHAI ... "HOSANG" ... Friday, 28th Sept. Noon.
KORE ... "HOSANG" ... Friday, 28th Sept. Noon.
SHANGHAI via SWATOW ... "TUNGSHING" ... Friday, 28th Sept. Noon.
TIENTSIN ... "CHEONGSHING" ... Friday, 28th Sept. Noon.
BANGKOK via HOIHOW ... "CHUNSHANG" ... Thursday, 4th Oct. D.L.
STRAITS & CALCUTTA ... "HOSANG" ... Friday, 12th Oct. 3 p.m.

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s.s. "HOSANG" will be despatched on or about

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"GLENOGLE"	28th Sept.	"FEMBROKESHIRE"	2nd Oct.	London, Rotterdam and Hamburg.
"GLENMARTINSHIRE"	18th Oct.	"GLENLUCE"	14th Oct.	Genua, L'don, Antwerp, Rotterdam & Hamburg.
"GLENAMOEY"	22nd Oct.			
"GLENAPP"	5th Nov.			

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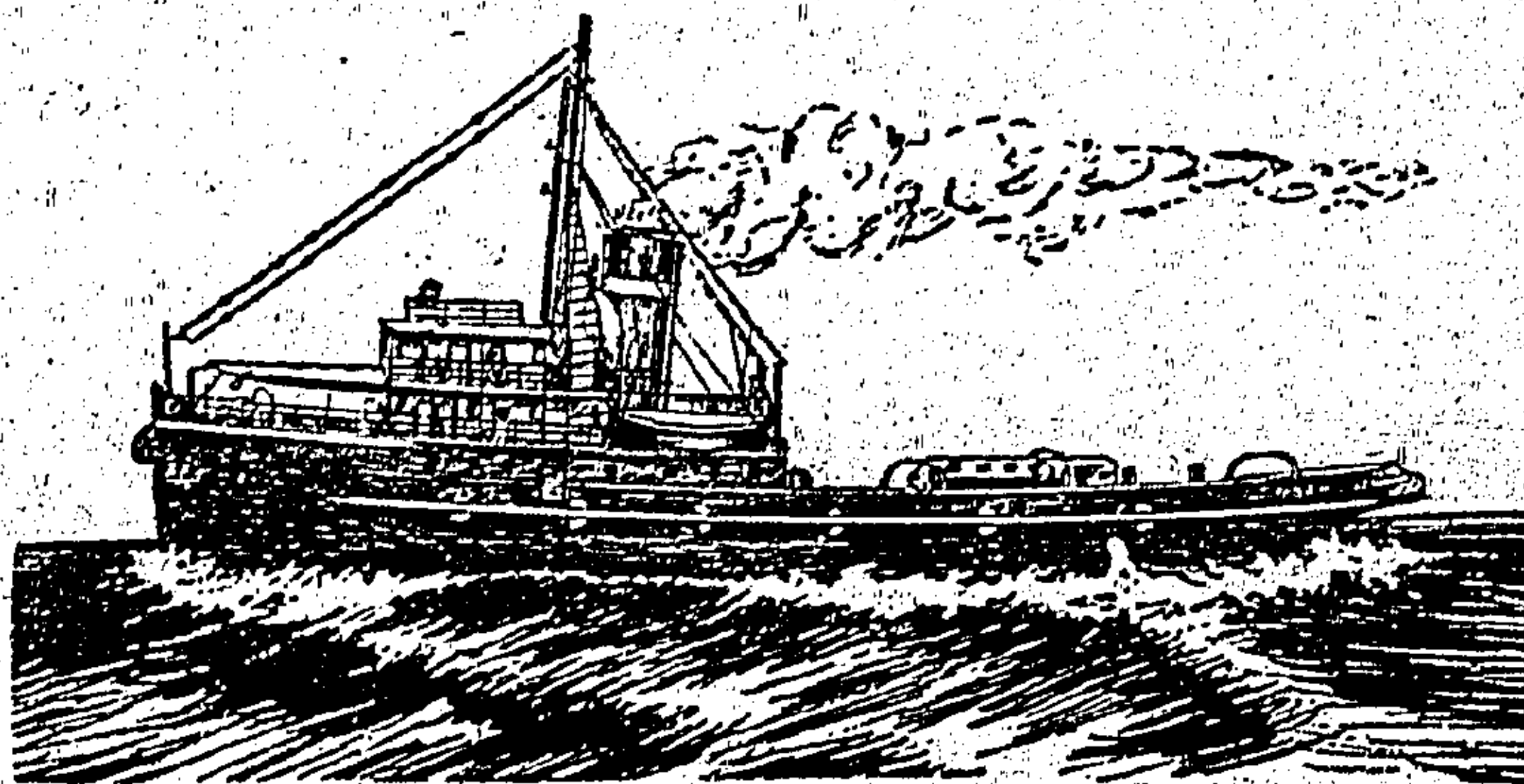
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... on or about 20th Sept.

For KEELUNG via Swatow & Amoy

s.s. "NANTO MARU No. 1"

... on or about 20th Sept.

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Tel. Central No. 155.Top Floor, King's Building,
Tel. Central No. 140.

SHIPPING NEWS

ARRIVALS

September 18th.

Fan Follenhoren, French str., 304 tons, Capt. E. Rose, from Saigon, with rice.—Sum Pak Ming.

September 19th.

Chongon, Panama str., from Canton.
Zanku, Danish str., 1,847 tons, Capt. J. Hansen, from Bangkok, with a general cargo.—John Manners & Co.

Chonan, British str., 1,355 tons, Capt. R. Lewis, from Bangkok, with a general cargo.—B. & S.

Chicago Maru, Japanese str., 3,632 tons, Capt. Ryo Yamano, from Nagasaki, with a general cargo.—O.S.K.

Haiching, British str., 1,297 tons, Capt. J. S. Thomson, from Foochow, Amoy and Swatow, with a general cargo.—D. L. & Co.

Kanagawa Maru, Japanese str., 3,668 tons, Capt. K. Shibuya, from Buenos Aires and Singapore, with a general cargo.—N.Y.K.

Kuangtung, British str., 1,570 tons, Capt. A. J. Scott, from Swatow, with a general cargo.—B. & S.

Zushan Maru, Japanese str., 1,507 tons, Capt. T. Yashikawa, from Shanghai and Swatow, with a general cargo.—N.Y.K.

Phoenia, British str., 4,751 tons, Capt. Stout, from Singapore, with a general cargo.—B. & S.

Zaiterna, Panama str., from Kanton.
Taitung, British str., 1,424 tons, Capt. J. Campbell, from Bangkok, with a general cargo.—J. M. & Co.

DEPARTURES

September 19th.

Apogee for Bangkok.
Chonan for Swatow.
Dragon for Swatow.
Haiching for Swatow.
Kuangtung for Swatow.
Zushan Maru No. 1, for Swatow.
Yamaguchi Maru, for Canton.
Taitung, for Hongkong.

PASSENGERS

September 19th.

For s.s. *Haiching*, on September 19th: Mrs. Bromwich and daughter, Misses Goun (2), Mrs. Oliveria, Mrs. and Miss Ali, Mr. G. G. Wood, Mr. J. Bartholomew, Mr. H. Pulo, and Mr. M. Talhaue.

DEPARTURES

For s.s. *President McKinley*, on Sept. 19th: Mr. K. G. Murray, Mr. and Mrs. Carl Heymann, Mr. J. F. Donnelly, Miss D. Gittens, Miss M. Gittens, Mr. and Mrs. T. E. Taylor, Mr. H. D. Smith, Mr. and Mrs. G. Bondie, Mr. G. Koury, Mr. C. V. Starr, Mr. W. N. Ferguson, Mr. G. F. Hue, Mr. and Mrs. S. Davis, Mr. and Mrs. G. J. Williams, Mr. and Mrs. T. Pomura, Mr. Cecil B. Bird, Mr. Wilhelm Bouckman, Mrs. Anna Herel, Mr. Shirley Roberts, Mr. Felix Teegenren, Col. John W. Craig, Mr. Chas. Pellman, Mr. A. B. Kelly, Mr. and Mrs. Edward Messerly, Mr. H. E. Nelson.

SHIPPING MOVEMENTS

The P. & O. s.s. *Khyber* arrived at London at 1 p.m. on September 17th.

The s.s. *Belgic* (Blue Funnel) for New York and Boston, left Shanghai on September 18th, for this port via Keelung, and is due here on September 22nd.

The s.s. *Pelica* (Blue Funnel), left Port Said on September 13th for Marseilles, Havre, Liverpool and Glasgow.

The s.s. *Hygon* (Blue Funnel) left Port Said on September 14th for London, Rotterdam, Hamburg and Liverpool.

The Hugo Stinnes s.s. *Albert Vogler* left Shanghai on Tuesday, September 18th, at 3-4 p.m., and is due here on Friday, September 21st, p.m.

LARGEST FLOATING CRANE. AMERICAN NAVY'S ASSET.

The American battleship *Kearny* has been converted into a floating crane-ship capable of loading and transporting 250-ton loads. She can deal with two modern three-gun turret, complete with guns. It is officially known as U.S. Navy Craneship No. 1, and is the only large seagoing crane ever installed, and the largest floating crane in existence. Its displacement is 10,350 tons. The crane proper is a revolving one of the luffing-jib type, so designed that the jib may be lowered into a cradle, and there securely maintained for sea service. Though designed to handle loads of 250 tons under normal conditions, she has actually lifted 312 tons.

The following data are given in the monthly journal of the American Society of Mechanical Engineers:—

SPINDS AND HOISTS.
Main hoist, loaded, 10 ft. per minute.
Main hoist, empty, 16 ft.
Auxiliary hoist, loaded, 15 ft.
Auxiliary hoist, empty, 30 ft.
Auxiliary trolley, 50 ft.
Luffing from high to low position, 23 minutes.
Rotating completely, 9 minutes.

RANGES OF OPERATION.
Main Hoist.
Radius: Between 72 ft. and 10 ft. from centre of rotation.
Vertical range: From 13 ft. above to 40 ft. below rails, on which crane revolves.
Auxiliary Hoist.
At 114 ft. radius the auxiliary hoist has a vertical range of from 135 ft. above the rails to 40 ft. below. With the jib in its highest position the upper vertical range of the auxiliary hoist is increased to 147 ft. at 91 ft. radius, and the maximum reach with the jib in a horizontal position is approximately 173 ft. from the centre of rotation. The maximum range of the auxiliary hoist is 175 ft.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DISPATCHED
NEW YORK & PANAMA	Toba Maru	Jan.	Nippon Yusen Kaisha	On 1st Oct.
NEW YORK & BOSTON	Celtic Prince	Brit.	Princes Line	About 30th Sept.
BOSTON & NEW YORK via Suez	Bellerophon	Brit.	The Bank Line, Limited	On 30th Sept.
SAN FRANCISCO via Suez & Jap. Ports & H.L.	President Lincoln	Am.	Pacific Mail S.S. Co.	On 1st Oct.
SAN FRANCISCO, etc.	West Carmona	Am.	Strathairn & Barry	On 3rd Oct.
SAN FRANCISCO via SHANGHAI & JAPAN, etc.	Taiyo Maru	Jap.	Toyo Kisen Kaisha	On 25th Sept.
VICTORIA & VANCOUVER, B.C., via SHANGHAI, etc.	Empress Russia	Brit.	Canadian Pacific O. S. Ltd.	About 4th Oct.
VICTORIA, Seattle & Vancouver via J. Ports	Kaga Maru	Jap.	Nippon Yusen Kaisha	On 15th Oct.
VICTORIA, Vancouver, Seattle & Tacoma	Osaka Shosen Kaisha	Jap.	Osaka Shosen Kaisha	On 3rd Oct.
VICTORIA, Seattle & Vancouver	Philadelphos	Brit.	Butterfield & Swire	On 23rd Sept.
SEATTLE & VICTORIA, via SHANGHAI, KOREA & YOKOHAMA	Pres. dent McKinley	Am.	Admiral Oriental Line	On 1st Oct.
VANCOUVER via SHANGHAI & JAPAN, etc.	Empress Canada	Brit.	Canadian Pacific O. S. Ltd.	On 23rd Sept.
BOMBAY, Marseilles, Gen. London & Antwerp	Mantua	Brit.	P. & O. S. S. Co.	On 8th Oct.
Marseilles, etc.	Andro Leon	Brit.	Messageries Maritimes	On 23rd Sept.
Marseilles, etc.	Amboise	Brit.	Messageries Maritimes	On 1st Oct.
Marseilles, etc.	Cordillero	Brit.	Messageries Maritimes	On 15th Oct.
Marseilles, etc.	Elakoraki Maru	Jap.	The Bank Line, Ltd.	On 10th Oct., 11 a.m.
Marseilles, London, Rotterdam & Hamburg	City of Norwich	Brit.	Butterfield & Swire	On 21st Sept.
Marseilles, Havre, Liverpool & Glasgow	Prometheus	Brit.	Butterfield & Swire	On 3rd Oct.
LONDON, Rotterdam & Hamburg	Meator	Brit.	Butterfield & Swire	On 25th Sept.
LONDON, Hamburg, Rotterdam & Antwerp	London Maru	Jap.	Osaka Shosen Kaisha	On 30th Sept.
LONDON, Genoa, Rotterdam & Hamburg	Pembrokehire	Brit.	Jardine, Matheson & Co., Ltd.	On 2nd Oct.
ROTTERDAM, Amsterdam, Hamburg & Bremen	Ketosogo	Dut.	Java-China-Japan Lijn	On 23rd Oct.
ANTWERP, Rotterdam & Hamburg	Albert Vogler	Gen.	Renter Bruckmann & Co.	About 23rd Sept.
HAVRE, Antwerp & Dunkirk	C. P. Lecocq	Gen.	Messageries Maritimes	About end Sept.
BOMBAY via SHANGHAI, COLOMBO	Tamara Maru	Jap.	Nippon Yusen Kaisha	On 27th Sept.
STRAIT & OCEANIA	Claudia	Brit.	Nippon Yusen Kaisha	On 12th Oct., 3 p.m.
SINGAPORE, Penang, Colombo & Bombay	Soudan	Brit.	P. & O. S. S. Co.	On 17th Oct., 4 p.m.
SINGAPORE & BELAWAN-DELI	Van Cloon	Dut.	Java-China-Japan Lijn	On 13th Oct.
BRINDISI, Venice & Trieste	Itan	Ital.	Dalwell & Co., Ltd.	On end of Sept.
WEIHAIWEI, CANTON & TIENTSIN	Kaichow	Brit.	Butterfield & Swire	On 23rd Sept., D.L.
HAIPHONG via Hanoi & PAKHOI	Taiwa Maru	Jap.	Yamashita Kisen Kaisha	About 21st Sept.
KERLONG via SWATOW & AMOY	Nanyo Maru	Jap.	Yamashita Kisen Kaisha	About 21st Sept.
SANDAKAN	Mantua	Brit.	Jardine, Matheson & Co., Ltd.	On 23rd Sept., Noon
AUSTRALIAN PORTS via MANILA	Tango Maru	Jap.	Nippon Yusen Kaisha	On 23rd Sept., 11 a.m.
AUSTRALIAN PORTS	Artuna	Brit.	Butterfield & Swire	On 23rd Sept.
SHANGHAI via SWATOW	Yasunag	Brit.	Jardine, Matheson & Co., Ltd.	On 11th Oct.
SHANGHAI, KOREA & YOKOHAMA	Haruna Maru	Jap.	Nippon Yusen Kaisha	On 23rd Sept., 9 a.m.
SHANGHAI, MOI & KORE	Nellere	Jap.	P. & O. S. S. Co.	On 23rd Sept.
SWATOW & SHANGHAI	Soochow	Brit.	Butterfield & Swire	On 21st Sept., D.L.
SHANGHAI, YOKOHAMA & KORE	Venezia	Ital.	Dalwell & Co., Ltd.	About 2nd Oct.
SAIGON	Tijuanas	Dut.	Java-China-Japan Lijn	About 5th Oct.
JAPAN PORTS	Malay Maru	Jap.	Osaka Shosen Kaisha	On 23rd Sept.
TIENTSIN via WEIHAIWEI & CHIAO	Chongshing	Brit.	Jardine, Matheson & Co., Ltd.	On 23rd Sept., Noon
BATAVIA	Tijuanas	Dut.	Java-China-Japan Lijn	About 21st Sept.
CALCUTTA, SINGAPORE & RANGOON	Amur Maru	Jap.	Osaka Shosen Kaisha	On 22nd Sept.
BANGKOK via HONGKONG	Chunwang	Brit.	Jardine, Matheson & Co., Ltd.	On 4th Oct., U.L.
SWATOW & BANGKOK	Kwangtung	Brit.	Butterfield & Swire	On 23rd Sept., 4 p.m.
SWATOW, AMOY & FOOCHOW	Haiching	Brit.	Douglas Lafrank & Co.	On 25th Sept., 1 p.m.
SWATOW, AMOY & FOOCHOW	Haiching	Brit.	Douglas Lafrank & Co.	On 21st Sept., 1 p.m.
MANILA	Wingwang	Brit.	Jardine, Matheson & Co., Ltd.	On 21st Sept., 3 p.m.
MANILA	Ami	Am.	Pacific Mail S.S. Co.	About 21st Sept.
SINGAPORE	West Cactus	Brit.	Strathairn & Barry	On 30th Sept.

WEATHER REPORT.

September 19th at 12.53.—Pressure has decreased slightly over Formosa and the adjacent China Coast, and increased slightly elsewhere. The trough of relatively low pressure still extends eastwards from Philippines.

Hongkong rainfall for the 24 hours ending at 18 hours, 19th September, 0.07 inch. Total since January 1st, 23.91 inches, against an average of 72.62 inches.

The forecast for the 24 hours ending at 18 hours, 20th Sept., is as follows:—

Formosa Channel: E. winds, moderate; fine generally.

Hongkong to Gap Rock: do.

South coast of China between Hongkong and Lamocka: do.

South coast of China between Hongkong and Hainan: do.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 18th.

Previous On Date On Date
Day at 2 p.m. Day at 2 p.m.

Barometer 29.35 29.65 29.67

Temperature 83 75 83

Humidity 71 80 60

Wind Direction E E E

Force 4 4 3

Weather — 0 0 B

Rain — 0.33 0.00 0.07

Highest open-air Temperature on 18th 83

Lowest open-air Temperature on 18th 76

HONGKONG TIDE TABLE

From Sept. 20th to 26th, 1923.

High Water. Low Water.

Days of Week Days of Month H'kong Standard Time Height H'kong Standard Time Height

Thurs. 20 m 5 24 5 0 0 54 2 1

Fri. 21 m 7 45 6 0 0 8 4 4

Sat. 22 m 8 23 6 4 1 18 4 0

Sun. 23 m 9 52 7 0 1 18 2 0

Mon. 24 m 8 23 7 0 1 18 3 6

Tues. 25 m 9 15 7 0 2 38 2 2

Wed. 26 m 9 37 7 0 3 18 1 1

Thurs. 27 m 9 48 7 0 3 15 2 9

Mon. 28 m 9 08 6 2 3 48 2 3

Tues. 29 m 10 26 6 6 4 13 2 6

Wed. 30 m 10 2 6 4 4 15 2 5

VESSELS EXPECTED

Andre Leon (M.M.), due to-day, a.m.

Angers (M.M.), due Sept. 25th.

Beneluch (Ben Line), due Sept. 29th.

Chili (M.M.), due Oct. 9th.

Graciosa (B.I. & Apear), due September 22nd, p.m.

Kakori Maru (N.Y.K.), due Oct. 23rd.

Knight Tempore (Blue Funnel), due to-day.

Nellere (P. & O.), due Sept. 22nd.

President McKinley (Admiral Oriental Line), due Sept. 23rd.

Tamara (B.I. & Apear), due Sept. 22nd, noon.



HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.

From Hongkong	Due Vancouver	From Canada	Due England
Empress Canada	Sept. 22 Oct. 8	Empress France	Oct. 13 Oct. 19
Empress Russia	Oct. 4 Oct. 22	Empress Scotland	Oct. 27 Nov. 2
Empress Asia	Nov. 1 Nov. 10	Empress Scotland	Nov. 24 Nov. 30
Empress Canada	Nov. 17 Dec. 3	Empress France	Dec. 9 Dec. 15
Empress Russia	Nov. 29 Dec. 17	Empress Scotland	Dec. 23 Dec. 29

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of cabins on Atlantic steamers held subject to change without notice. Early reservation necessary.

Three Trans-continental Trains Daily. Standard Sleeping Cars, Compartments & Drawing Rooms. Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

Passenger Department: Tel. 752. Cables: GACANPAC.

Freight and Express: Tel. 42. Cables: NAUTILUS.

T. K. K. THE PATHWAY OF THE SUN

REDUCED FARE TO EUROPE. £120-£110. First class throughout. Mono class steamers on the Atlantic.

HONGKONG TO SAN FRANCISCO VIA SHANGHAI, THE INLAND SEA, JAPAN AND HONOLULU. LEAVE HONGKONG.

TAIYO MARU (calling at Manila and Keelung), 22,000 tons, Sept. 28th.
TENYO MARU (calling at Keelung), 22,000 tons, Oct. 25th.
KOREA MARU (calling at Manila and Keelung), 22,000 tons, Nov. 1st.
SHINYO MARU (calling at Manila and Keelung), 22,000 tons, Nov. 16th.
SIBERIA MARU (calling at Dairen), 29,000 tons, Nov. 29th.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLLEDO, AFRICA AND IQUIQUE.

THENCE BY TRANS-ANDREAN ROUTE TO BUENOS AIRES. LEAVE HONGKONG.

*JINYO MARU (10,000 tons) leaves Hongkong on September 26th.
*KYO MARU (14,000 tons) leaves Hongkong on October 20th.
*RAKUYO MARU (15,000 tons) leaves Hongkong on January 15th.

*This steamer will not call at Honolulu, Hilo and San Francisco.

JAPAN-HONGKONG-JAVA SERVICE. OSAKA, KOBE, MOJI, Dairen, HONGKONG, BATAVIA, SAMARANG AND SOERABAYA.

STEAMER DESTINATION LEAVE HONGKONG
PERSIA MARU (Moji, Kobe and Osaka), October 4th.
NEW YORK LINE. (Freight only.)
VIA JAVA AND SUEZ.

STEAMER LEAVE HONGKONG
MEIYO MARU (10,000 tons) leaves Hongkong on September 24th.
Apply to: Agents at Canton: Messrs T. E. GRIFFITH.

PACIFIC MAIL

STEAMSHIP COMPANY

MANAGING AGENTS—UNITED STATES SHIPPING BOARD.

TRANS-PACIFIC SERVICE

FAST NEW AMERICAN STEAMERS TO

SAN FRANCISCO

via SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

Sailing and Fares subject to Change Without Notice.

LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120 £112 £110

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT

SAN FRANCISCO
LOS ANGELES
SALT LAKE
CHICAGO
NEW YORK

CONNECTING WITH ANY

DIRECT TRANS-CONTINENTAL RAILWAY AND ATLANTIC STEAMERS.

VISIT

YOSEMITE
GRAND CANYON
FEATHER RIVER
YELLOW STONE PARK
NIAGARA FALLS

HONGKONG—MANILA

S.S. "PRESIDENT WILSON" on or about Sept. 21st.

HONGKONG—CALCUTTA

FREIGHT ONLY

CALCUTTA via SINGAPORE, PENANG & RANGOON.

S.S. "LAKE FAULK" Oct. 4th, at 5 p.m.

For Full Information regarding Rates, Space, etc., Apply to—

PACIFIC MAIL STEAMSHIP CO.

1st Floor, Queen's Building, Hongkong.

Cable Address: Tel. Central 141. Canton Agents: "SOLANO" 3332. HOLYOAK, MASSEY & CO., LTD.



ADMIRAL ORIENTAL LINE.

FREIGHT AND PASSENGER

THE NEW FAST AMERICAN STEAMERS TO

SEATTLE & VICTORIA

SHANGHAI—KOBE—YOKOHAMA.

"PRESIDENT MCKINLEY" Oct. 1st.

"PRESIDENT JACKSON" Oct. 13th.

TO EUROPE—£120-£112-£110

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass and Second Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodations and Booking Arranged.

TO MANILA

"PRESIDENT MCKINLEY" Sept. 22nd.

Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports.

Copies of this paper are on file in ADMIRAL ORIENTAL LINE OFFICES, New York, Chicago, Seattle.

For Passage and Freight Booking apply to

ADMIRAL ORIENTAL LINE.

Hongkong and

"ELLERMAN LINE"

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

"CITY OF KARACHI" ... 21st October ... Shanghai & Kobe.

HOMEWARDS.

"CITY OF NORWICH" ... 21st Sept. ... L'don, Antwerp, Rotterdam & Hamburg.

PASSAGE RATES TO LONDON.

"A" Class Steamers ... 1st Class £22—2nd Class £13.
 "B" Class Steamers ... 1st Class £24—2nd Class £16.
 "C" Class Steamers ... 1st Class £26.

S.S.—"C" Class Steamers comprise those of the Cargo type which have accommodation for a few passengers, but do not carry Doctor or Stewardess.

Subject to change without notice.

For further particulars apply to—

THE BANK LINK, LTD.

(Tel. Central 7801)

HOLYOAK, MASSEY & CO., LTD., CANTON.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"A" "RELLEROPHON" ... via Suez Canal ... 20th Sept.
 "B" "CITY OF BAGDAD" ... via Suez Canal ... 25th Sept.
 "C" "PERSEUS" ... via Suez Canal ... 1st Oct.
 "D" "KARONGA" ... via Suez Canal ... 15th Oct.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINK, LTD., HONGKONG.

HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	P.C. Arr. at Hongkong and Japan.	Probable Sailings from Hongkong for Marseilles.
ANDRE LEBON	—	—	20th Sept.
AMBOISE	—	—	1st Oct.
CORDILLERE	—	—	15th Oct.
ANGERS	24th Aug.	25th Sept.	20th Oct.
OBILI	7th Sept.	8th Oct.	15th Nov.
PORTHOS	21st Sept.	23rd Oct.	26th Nov.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

A Class (1st Class) ... £ 95. 0s. 0d. B Class (1st Class) ... £ 85. 0s. 0d.
 STEAMERS (2nd) ... £ 65. 0s. 0d. STEAMERS (2nd) ... £ 55. 0s. 0d.

Through Tickets to London and Landing Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Oceano Boat).

"C. P. LECOCC" loading for HAVRE, ANTWERP & ORAN, DUNKIRK, about 15th Oct. and may eventually call at Valencia, Oran, Alger, Casablanca, Bordeaux, Rotterdam, (if sufficient inducement offered).
 Also through B/Lading issued to BELFORT, REVAL and RIGA.
 Sailings subject to alteration without notice.

For full Particulars apply to—

MESSAGERIES MARITIMES CO.,

Telephone: Central 740. 2, Queen's Building.

CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fast in steamers.

FOR

SWATOW, AMOY & FOOCROW

AND RETURN

(Occupying 8 or 10 Days)

HAICHONG ... Capt. J. S. Thomson ... Friday, 21st Sept., at 1 p.m.
 HAIHONG ... Capt. W. C. Passmore ... Tuesday, 25th Sept., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,

(General Managers)

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.,
 THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKIO

No. 1 PEDDER ST., HONGKONG

P. & O. British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES,
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
 NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
 EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"DONGOLA"	8,083	21st Sept. midnight	Mars. Gib. London & Antwerp
"MANTUA"	10,902	5th Oct.	B'way, Mars. Gib. L'don & A'werp
"SOUHAN"	6,686	17th Oct.	Spore, Penang, Colombo & B'way
"KARMALA"	9,093	19th Oct.	Mars. Gib. London & Antwerp
"CALEDONIA"	7,832	2nd Nov.	B'way, Mars. Gib. L'don & A'werp
"NELLORE"	8,853	2nd Nov.	Mars. Gib. London & Antwerp
"SICILIA"	8,513	14th Nov.	Spore, Penang, Colombo & B'way
"MALWA"	10,941	16th Nov.	Mars. Gib. London & Antwerp
"KALYAN"	7,023	24th Nov.	do.
"KALYAN"	9,093	30th Nov.	do.
"BOUDAN"	6,686	13th Dec.	Spore, Penang, Colombo & B'way
"DEVANHA"	8,082	14th Dec.	Mars. Gib. London & Antwerp
"KAISAR-IRIND"	11,430	28th Dec.	B'way, Mars. Gib. L'don & A'werp

1924.

"KHIVA"	9,097	11th Jan.	MARSEILLES & LONDON
"MACEDONIA"	11,689	24th Jan.	via Usual Ports of Call.
"KASHGAR"	8,840	8th Feb.	do.
"MORPHE"	10,611	22nd Feb.	do.
"KARMALA"	9,093	7th March	do.
"NADDERA"	15,993	21st March	do.
"DELTA"	8,027	4th April	do.
"CHINA"	7,852	18th April	do.
"KALYAN"	9,093	2nd May	do.
"KASHMIR"	8,860	16th May	do.

BRITISH INDIA - APCAR SAILINGS

"TANDA"	6,856	23rd Sept. 3 p.m.	Singapore, Penang & Calcutta.
"TAKADA"	6,848	3rd Oct.	do.

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	6th Oct.	Manila, Thursday, Island,
"ST. ALBANS"	4,500	2nd Nov.	Townsville, Brisbane, Sydney
"EASTERN"	4,000	1st Dec.	& Melbourne

Frequent connections from Australia with the following—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver,
 The P. & O. Royal Mail Steamers to London via Suez Canal (San Francisco), etc.
 The P. & O. Branch Service of Steamers to London via the Cape
 The New Zealand Shipping Co.'s Steamers for New Zealand and London via Panama Canal

SAILING TO SHANGHAI & JAPAN

"NELLORE"	8,853	23rd Sept. 10 a.m.	Shanghai, Moji & Kobe.
"GLACIUS"	3,780	29th Sept.	Shanghai.
"SOUHAN"	6,686	29th Sept.	Shanghai.
"MALWA"	10,941	6th Oct.	Shanghai, Moji & Kobe.
"ST. ALBANS"	4,500	9th Oct.	Moji & Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Hongkong must deliver their own Hotel expenses at Singapore while awaiting the on carrying steamer.
 First Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information Passage Fares, Freight Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,

22, Des Voeux Road Central, HONGKONG.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

S.S. "CELTIC PRINCE" ... on 30th September

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,

(Incorporated in Great Britain)

Telephone: Central 2164 St. George's Building (21)

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION
 LONDON, HAMBURG, ROTTERDAM & ANTWERP Monthly direct service via Singapore, Colombo, Suez and Port Said.

"LONDON MARU" ... Sunday, 30th Sept.
 RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban and Capetown—Passenger Service.

"CHICAGO MARU" ... Tuesday, 20th Sept.
 BOMBAY—fortnightly service via Singapore and Colombo.

"BURMA MARU" ... Monday, 25th Sept.
 "BORNEO MARU" ... Friday, 28th Oct.

SAIGON, HANGKOW & SINGAPORE—Regular monthly Passenger Service.
 "KISHU MARU" ... Tuesday, 2nd Oct.

CALCUTTA via Singapore and Penang ... Thursday, 25th Oct.
 VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and Japan Ports—taking cargo to OVERLAND POINTS U.S.A. & CANADA—Passenger Service.

"ARABIA MARU" ... Wednesday, 3rd Oct.
 NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco—Panama and Colon Ports.

"HAGUE MARU" ... Beginning of Oct.
 JAPAN PORTS—Moji, Kobe & Yokohama ... Friday, 28th Sept.

"AMUR MARU" ... Monday, 22nd Oct.
 KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.

"KALJO MARU" ... Sunday, 23rd Sept., Noon
 "SUMA MARU" ... Sunday, 30th Sept., Noon
 TAKAO via SWATOW & AMOY ... Thursday, 27th Sept.
 "BOHEI MARU" ... Thursday, 4th Oct.
 TAKAO & KEELUNG
 "SOURABAYA MARU" ... For sailing dates and further particulars, please apply to
 Central No. 090, K. SHIMA, Manager.

G. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamer	Date of Departure
SWATOW, AMOY & SHANGHAI	"GHUSAN"	On 20th Sept. 10 a.m.
SHANGHAI	"SOOCHOW"	On 21st Sept. "D.L."
JAVA via BALIK PAPAN	"TAIKOO WANYI"	On 21st Sept. 9 a.m.
MANILA	"TEAN"	On 21st Sept. 4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KURIOHOW"	On 22nd Sept. "D.L."
SHANGHAI & TSINGTAO	"SHANTUNG"	On 22nd Sept. "D.L."
HOIHOW & BANGKOK	"LIANGCHOW"	On 22nd Sept. 10 a.m.
SWATOW & SHANGHAI	"YINGCHOW"	On 23rd Sept. "D.L."
AMOY & SHANGHAI	"YUNNAN"	On 23rd Sept. 10 a.m.
HUIHOY, FAKHOI & HAIPHONG	"YUNNAN"	On 23rd Sept. 10 a.m.
SWATOW & BANGKOK	"KWANGTUNG"	On 25th Sept. 4 p.m.

SHANGHAI LINE.—Excellent Saloon accommodation and ships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Peking), Tuesdays (via Amoy), Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through B/Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

Telephone Central 83

(JOHN SWIRE & SONS, LTD.)

CARGO & PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila, Sandakan, & Aus. Ports
"TAIYUAN"	6th October.	11th October.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to—BUTTERFIELD & SWIRE

Telephone Central No. 83 (JOHN SWIRE & SONS, LTD.) Agents.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

U.S.S.R. "West Carmona" ... Due Hongkong 2nd Oct. Leave Hongkong 3rd Oct.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY
 SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF
 LADING ISSUED TO U.S. AND CANADIAN OVERLAND PORTS.

TO MANILA AND P. I. PORTS.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

TO SINGAPORE.

U.S.S.R. "West Cactus" ... Due Hongkong 29th Sept. Leave Hongkong 30th Sept.

For Full Information Apply to

STRUTHERS AND BARRY.

L. EVERETT, General Agent for
 JAPAN-CHINA-PHILIPPINES,
 INDO-CHINA-STRAITS & JAVA.
 1st Floor, Queen's Building,
 Phone Central No. 8008.
 K. A. HEYUM, Res. Agent.

DODWELL & CO., LIMITED**NEW YORK BERTH**

For BOSTON & NEW YORK via SUEZ

S.S. "SURUGA" ... sailing on or about 10th Oct.

LLOYD TRIESTINO.

TAKING CARGO FOR GENOA, NAPLES, VENICE, TRIESTE AND ALL OTHER
 ITALIAN PORTS, ALSO CARGO ON THROUGH BILLS OF LADING FOR
 LEVANT, BLACK SEA & DANUBE PORTS.

PIUMME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.
 REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £26.

FOR SHANGHAI YOKOHAMA & KOBE.

S.S. "VENEZIA" ... sailing on or about 2nd Oct.

S.S. "FIUME" ... sailing on or about 2nd Nov.

FOR BRINDISI, VENICE & TRIESTE

Via SINGAPORE, PENANG & COLOMBO.

S.S. "ROSANDRA" ... sailing on or about end of Sept.

S.S. "VENEZIA" ... sailing on or about end of Oct.

S.S. "FIUME" ... sailing on or about end of Nov.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS

S.S. "UMSINGA" ... sailing from Calcutta on or about 25th Sept.
 Regular Passenger and Cargo Service to South African Ports.
 Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Telephone Central 1030

Agents.

POST OFFICE NOTICE.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

FROM	PER	DATE
SHANGHAI	Shanghai ...	20th Sept.
SHANGHAI	Shanghai ...	20th Sept.
SHANGHAI	Shanghai ...	20th Sept.
Europe via Suez (Letters & Papers, London, 23rd Aug., & Parcel 14th Aug.)	Nullo ...	22nd Sept.
STRAITS	Gracius ...	22nd Sept.
JAPAN	Tanaka ...	22nd Sept.
SHANGHAI	Yingchow ...	22nd Sept.
U.S.A., CANADA, JAPAN AND SHANGHAI	Pres. McKinley ...	23rd Sept.

OUTWARD MAILS.

TO	PER	DATE
Holow, Pakhoi and Haiphong ...	Taichow Maru ...	Thursday, 20th, 8.30 A.M.
Swatow, Amoy and Formosa ...	Nango Maru No. 1 ...	8.30 A.M.
Swatow ...	Chusan ...	9.00 A.M.
*Sagun, *Straits, *Ceylon & *South Africa	Chusan Maru ...	10.00 A.M.
Japan ...	Kanagawa Maru ...	10.00 A.M.
Sagun, *Straits, *Ceylon, *Malacca, *India, *Marquesas, *South Africa, *India, *via Chusan, *Aden, *Egypt and *Europe via Marseilles-due Marseilles, 22nd Oct. ...	Andre Lebon ...	Registration 1.45 P.M. Letters 2.30 P.M.
Straits ...	Et. Tonipar ...	3.00 P.M.
Holow and Haiphong ...	Leason ...	5.00 P.M.
Shanghai ...	Sochoo ...	5.00 P.M.
Swatow, Amoy and Foochow ...	Haiching ...	Friday, 21st, Noon
Straits, *Bangkok, Ceylon, *Malacca, *India, *Marquesas, *South Africa, *India, *via Chusan, *Aden, *Egypt and *Europe via Marseilles-due Marseilles, 22nd Oct. ...	Dongola ...	Parcels 5.00 P.M. Registration 5.00 P.M.
Manila ...	Tan ...	5.30 P.M.
*Wei Hai Wei ...	Kuichow ...	5.00 P.M.
Shanghai, Japan, Canada, U.S.A., Central and South America and EUROPE via VANCOUVER, B.C. due Vancouver, 8th Oct. ...	Sm. of Canada ...	Registration 9.15 A.M. Letters 10.00 A.M.
Australia (not including North Queensland & Northern Territory) & New Zealand via Sydney-due Sydney 12th Oct. ...	Ting Nam ...	Parcels 22nd, 8.00 P.M. Monday, 24th, Registration, 9.45 A.M. Letters, 10.30 A.M.
Shanghai and Japan ...	Nellore ...	Sunday, 23rd, 8.30 A.M.
Straits and Calcutta ...	Tanda ...	9.00 A.M.
Swatow, Amoy and Formosa ...	Kaijo Maru ...	9.00 A.M.
Manila ...	Pres. McKinley ...	Monday, 24th, 3.30 P.M.
Japan ...	Ginjo Maru ...	Tuesday, 25th, 10.30 A.M.
Swatow, Amoy and Foochow ...	Haiching ...	Noon
Manila, Australia & New Zealand via Thursday, Island-due Thursday, Island, about 9th Oct. ...	Tango Maru ...	Friday, 25th, Registration 9.45 A.M. Letters 9.30 A.M.

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

(DIRECT.)
"MENTOR" 25TH SEPT. London, Rotterdam & Hamburg.
"AGAPENOR" 9TH OCT. London, Rotterdam & Dunkirk.
"PHEMIUS" 16TH OCT. London, Rotterdam & Hamburg.
"ATREUS" 30TH OCT. London, Rotterdam & Hamburg.

LIVERPOOL SERVICE

(DIRECT OR VIA CONTINENTAL PORTS).
"KT. TEMPLAR" 21ST SEPT. Gen. a. Marseilles, Liverpool & Glasgow.
"PROMETHEUS" 3RD OCT. Marseilles, Harve, Liverpool & Glasgow.
"RHEXENOR" 10TH OCT. Genoa, Marseilles & Liverpool.

PACIFIC SERVICE

(VIA KOBE AND YOKOHAMA).
"PHILOCTETES" 28TH SEPT. Victoria, Seattle & Vancouver.
"TYNDAREUS" 27TH OCT. Victoria, Seattle & Vancouver.

NEW YORK SERVICE

(VIA SUEZ OR PANAMA).
"BELLEROPHON" 22ND SEPT. via Suez and Boston.
"PERSEUS" 5TH OCT. via Suez and Boston.

PASSENGER SERVICE

"MENTOR" 25TH SEPT. for Singapore & London.
"TEIRESIAS" 10TH OCT. for Shanghai.
"TEIRESIAS" 6TH Nov. for Singapore & London.
"SARPEDON" 11TH DEC. for Singapore, Marseilles & London.
"PATROCLUS" 8TH JAN. for Singapore, Marseilles & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO

BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.).

AGENTS.

THE INDUSTRIAL AND COMMERCIAL BANK, LTD.

HEAD OFFICE:
York Building, Chester Road, Hongkong.

BRANCHES:
Shanghai, 31, Kiangse Road.
Hankow, British Consulate.

CORRESPONDENTS IN:
London, New York, Chicago, San Francisco, Vancouver, B.C., Honolulu, Singapore, Penang, Canton, Swatow, Amoy, Canton and all Commercial centres of China and abroad.

PROMPT SERVICE.
Attractive rates for all kinds of Deposits and all other business.

T. H. MAI, Manager.

10691Y

THE CHINESE MERCHANTS BANK, LTD.

司公限有行銀商華

HEAD OFFICE:
Alexandra Buildings, Chester Road.

GENERAL Banking and Exchange business transacted.

Loans granted on approved securities. Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.

The Bank also conducts a Savings Department.

K. C. LAU, Chief Manager.

COMMERCIAL.

OPENING QUOTATIONS.

19th September, 1923.

ON LONDON.—	
Telegraphic Transfer ...	2/3 1/2
Bank Bills, on demand ...	2/3 7/16
Bank Bills, at 30 days' sight ...	2/3 1/2
Bank Bills, at 4 months' sight ...	2/4 5/16
Credits, at 4 months' sight ...	2/4 5/16
Documentary Bills, 4 months' sight ...	2/4 7/16
ON PARIS.—	
Bank Bills, on demand ...	895
Credits, 4 months' sight ...	955
ON NEW YORK.—	
Bank Bills, on demand ...	51 1/2
Credits, at 30 days' sight ...	53 1/2
ON BOMBAY.—	
Telegraphic Transfer ...	169
Bank Bills, on demand ...	169
ON CALCUTTA.—	
Telegraphic Transfer ...	169
Bank Bills, on demand ...	169
ON SHANGHAI.—	
Bank Bills at sight ...	nom.
Private, 30 days' sight ...	10 1/2
ON YOKOHAMA.—	
On demand ...	10 1/2
ON SINGAPORE.—	
On demand ...	10 1/2
ON BATAVIA.—	
On demand ...	10 1/2
ON HAIIPHONG.—	
On demand ...	10 1/2
ON SAIGON.—	
On demand ...	10 1/2
ON BANGKOK.—	
On demand ...	10 1/2
SOVEREIGN, Bank's Buying rate ...	8.53
GOLD LEAF, 100 fine, per tael ...	48.50
BANK SILVER, per oz. ...	31 13/16

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.
Authorized Capital ... \$50,000,000
Paid-up Capital ... \$20,000,000
Reserve Funds ... \$24,000,000
Sinking ... \$24,000,000
Silver ... \$24,000,000
Reserve Liability of Proprietors \$20,000,000

Court of Directors:
Hon. Mr. A. O. LANE—Chairman.
D. G. M. BERNARD, Esq.—Deputy Chairman.
A. H. COMPTON, Esq. W. L. PATTERSON, Esq.
G. M. DODD, Esq. J. A. PLUMMER, Esq.
G. T. M. EDKINS, Esq. H. P. WHITE, Esq.

Chief Manager:
Hon. Mr. A. G. STEPHEN.

Acting Manager: Hongkong—J. MCARTHUR, Esq.
Manager: Shanghai—G. H. STUTT, Esq.

LONDON BANKERS:
WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
Hongkong, 14th June, 1923. [37]

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 per cent. per annum.
For the HONGKONG & SHANGHAI BANKING CORPORATION.
A. G. STEPHEN, Chief Manager.
Hongkong, 14th November, 1922. [38]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.

Paid-up Capital ... £2,000,000
Subscribed Capital ... £2,000,000
Reserve Fund ... £2,000,000
Reserve Liability of Proprietors ... £2,000,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.
A. H. FERGUSON, Manager.
Hongkong, May 8th, 1923. [39]

BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 86, Boulevard Haussmann, Paris.
Subscribed Capital ... Frs. 72,000,000
Paid-up Capital ... Frs. 52,400,000
Reserve Fund ... Frs. 59,667,253.54

BRANCHES:
Bangkok, Hongkong, Saigon, Canton, Hankow, Shanghai, Peking, Tientsin, Harbin, Yenchow, Amoy, Fuzhou, Swatow, Canton, Hongkong, Shanghai, Peking, Tientsin, Harbin, Yenchow, Amoy, Fuzhou, Swatow, Canton.

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.

IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.

IN NEW YORK: J. P. Morgan and Co.; French-American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

G. LEBOUCC, Acting Manager.

Hongkong, 17th 12th, 1921. [32]

The "Three Castles" Cigarettes



This advertisement is issued by British-American Tobacco Co. (China), Ltd.

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE:
15, Gracechurch Street, London, E.C. 3
Authorized Capital ... £2,000,000
Subscribed Capital ... £2,000,000
Paid-up Capital ... £2,000,000
Reserve Fund ... £2,000,000

BANKERS:
THE BANK OF ENGLAND, THE LONDON JOINT CITY & MIDLAND BANK, LTD.

BRANCHES:
Bangkok, Hongkong, Kuala Lumpur, Rangoon, Bombay, Madras, Calcutta, Ceylon, Penang, Singapore, Delhi, Kota Bharu, Port Louis (Mauritius), Galle.

HONGKONG BRANCH:
Every description of Banking and Exchange business transacted.
INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.
N. C. WILSON, Manager.
7, Queen's Road Central, Hongkong, May 31st, 1923. [30]

THE BANK OF TAIWAN, LIMITED.

(TAIWAN GINKO.)
Incorporated by Special Imperial Charter, 1899.

Capital Subscribed ... Yen 60,000,000
Capital (Paid-up) ... Yen 52,600,000
Reserve Funds ... Yen 12,180,000

HEAD OFFICE—TAIPEH, FORMOSA.

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.

FORMOSA—Gilan, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shichieu, Taichu, Tainan, Takow, Tamsui, Toiyen, Aka.

CHINA—Shanghai, Hankow, Kiating, Amoy, Fuzhou, Swatow, Canton.

OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Sunnarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
LONDON COUNTRY WESTMINSTER AND PARK BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, etc.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOH, Manager.

HONGKONG BRANCH:
4, Des Vaux Road, Hongkong, 7th September, 1923.

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE:
No. 10, Des Vaux Road C., HONGKONG.
Established 1919.
Authorized Capital ... \$10,000,000.00
Paid-up Capital ... 5,000,000.00
Reserve Fund ... 500,000.00

DIRECTORS:
Mr. Pong Wai Tung, Chairman, Mr. Chow Shou, Mr. Huiyeh Tai, Son, Mr. Kan Ying Po, Mr. Li Koon Chun, Mr. Mok Ching Kong, Mr. Fung Ping Shan, Mr. Wong Yun Tong, Mr. P. K. Kwok, Mr. Chan Ching Shek, Mr. Kan Chiu Nam, Mr. Ng Chang Lok.

Chief Manager ... Mr. Kan Tong Po, Asst. Manager ... Mr. Li Tse Fong.

BRANCHES & AGENCIES:
LONDON, NEW YORK, SAN FRANCISCO, YOKOHAMA, KOBE, SAIGON, PENANG, HANKOW, BATAVIA, SOERABAYA, BOMBAY, CALCUTTA.

London Bankers—The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted. Loans granted on approved securities. Interest allowed on Current Deposits Accounts at the rate of Two per cent. per annum, on Savings Accounts Four per cent. per annum, and on Fixed Deposits at the following rates:

For 3 months at the rate of 3 per cent. per annum
For 6 months at the rate of 4 per cent. per annum
For 12 months at the rate of 5 per cent. per annum

KAN TONG PO, Chief Manager.

Hongkong, February 26th, 1923. [34]

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up) ... Yen 100,000,000
Reserve Fund ... Yen 72,000,000

HEAD OFFICE: YOKOHAMA.

Branches and Agencies at:
Batavia, Kobe, Soerabaya, Rangoon, Buenos Ayres, Lyons, San Francisco, Calcutta, Los Angeles, Seattle, Shanghai, Hongkong, Singapore, Nagasaki, Yokohama, Osaka, Tientsin, Hankow, New York, Peking, Tientsin, Harbin, Rio de Janeiro, Vladivostok.

Interest allowed on Current Accounts. Deposits received for fixed periods at rates to be obtained on application.

T. NISHIYAMA, Manager.

Hongkong, 17th Sept., 1923. [33]

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY.)
Established 1824.

A. Capital ... F. 100,000,000 28,333,333
Paid-up Capital ... F. 80,000,000 28,888,888
Reserve Fund ... F. 19,769,180 21,847,432
Special Reserve ... F. 22,860,000 21,888,333
Head Office—Amsterdam.

Branches at:
The Hague, Rotterdam, Batavia.

BRANCHES:
Bandjoeasin, Macassar, Shanghai, Bandoeng, Medan, Singapore, Bombay, Padang, Soerabaya, Calcutta, Palembang, Soerakarta, Charbon, Pecalangan, Tegal, Djember, Penang, Tjilatjap, Djokjakarta, Pontanak, Weltevreden, Koba, Samarang, Hongkong.

Correspondence at Colombo, Madras, Pondicherry, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Melbourne, Sydney, New York, San Francisco, etc.

London Bankers—The National Provincial and Union Bank of England, Ltd.

The Bank buys and sells and receives for collection Bills of Exchange, issued letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America and Australia, and transacts banking business of every description.

W. H. GROSCHAMP, Agent.

Hongkong, August 14th, 1923. [37]

THE BANK OF CHINA.

行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital ... \$80,000,000.00
Paid-up Capital ... 18,278,600.00
Reserve Funds ... 9,629,425.24
HEAD OFFICE—PEKING.

HONGKONG BRANCH—4, Queen's Road Central. Branches and sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers—The National Provincial and Union Bank of England, Ltd.

The Guaranty Trust Co. of New York.

New York Bankers—The Irving National Bank.

The Equitable Trust Co., New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities. Special facilities for Home Exchanges.

TSUYEE PEI, Manager.

Hongkong, September 8th, 1921. [33]

Printed and Published by HENRY ADOLPHUS CUTHBERT for the HONGKONG DAILY PRESS, Ltd., at 11, Chair Road, Victoria, Hongkong; London Office: 131, Fleet Street, E.C. 4.